

**RECIRCULATED DRAFT  
ENVIRONMENTAL IMPACT REPORT**

**SCH No. 2004031093**

**HOME DEPOT  
CITY OF LONG BEACH**

**LSA**

May 2006

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CITY OF LONG BEACH**

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LSA Project No. CLB430

**LSA**

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## **APPENDICES (VOLUME II)**

- Appendix A: Cumulative Traffic Memorandum
- Appendix B: Phase I Environmental Site Assessment Two Vacant Parcels Associated with the Proposed Home Depot Development, Long Beach, California
- Appendix C: Updated Air Quality Tables
- Appendix D: Updated Noise Tables
- Appendix E: RCRA Facility Investigation (RFI), Model Scope of Work

## **TECHNICAL REPORTS – Available for review at the City of Long Beach, Department of Planning and Building**

- Air Quality Analysis (with Appendices)
- Phase I Environmental Site Assessment with Preliminary Methane Soil Gas and Air Sampling (with Appendices)
- Preliminary Hydrology Study
- Noise Impact Analysis (with Appendices)
- Traffic Impact Analysis Report (with Appendices)
- Alternatives Analysis Supporting Data
- Engineering Geologic and Geohazards Assessment Report (with Appendices)
- Report of Geotechnical Investigation—Proposed Home Depot

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## **1.0 EXECUTIVE SUMMARY**

### **1.1 INTRODUCTION**

This document has been prepared to update and provide additional analysis of the revised Home Depot project in the City of Long Beach. This Recirculated Draft Environmental Impact Report (EIR) includes information and analyses updated since an EIR was circulated for this project in May 2005. For purposes of clarity and distinction, this document will be referred to as the Recirculated Draft EIR, and the previously circulated Draft EIR will be referred to as DEIR 2005.

This Recirculated Draft EIR has been prepared by the City of Long Beach to analyze the proposed project's potential impacts on the environment; to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts. This document, the Recirculated Draft EIR, contains a revised project description and additional environmental analysis for the refinements to elements of the proposed project. In addition, two impact sections of DEIR 2005 have been revised and are being recirculated for public review in their entirety.

This Executive Summary has been prepared according to the California Environmental Quality Act (CEQA) Guidelines Section 15123 for the City of Long Beach Recirculated EIR for the proposed Home Depot project.

### **1.2 SUMMARY OF PROJECT DESCRIPTION**

The proposed project requires Site Plan Review, a Conditional Use Permit, a Local Coastal Development Permit, Standards Variances (open space and curb cuts), and a Tentative Parcel Map to develop a Home Depot design and garden center, additional commercial retail buildings, a restaurant, parking, and associated site improvements. The project has a total of 155,156 square feet of commercial space, including a 102,513-square-foot home improvement store with a 34,643-square-foot garden center; a 6,000-square-foot sit-down restaurant with an approximately 2,050-square-foot outdoor eating area; and 12,000 square feet of other retail uses. A total of 754 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements. The net development site is 16.7 acres.

The Pacific Energy receiving and pump station in the northern portion of the site will remain in place after construction of the project. This area will consist of a lined retention basin that contains the cutter stock oil AST, a heating unit, two cylindrical natural gas tanks, a lube oil tank, pumps, the equipment room, and associated piping. The facility occupies approximately 1.1 acres of the 17.8-acre parcel. In addition, the existing aboveground pipelines connecting this area to the Pacific Energy tanks (via the central portion of the site) will be rerouted through the property.

The Pacific Energy distribution facility will be separated from the commercial portion of the project site by a 12-foot-high screening fence. New gates into the pump station will be constructed on the

northwest and northeast sides of the station for maintenance and operations access by Pacific Energy personnel. In addition, a 12-foot-high concrete containment wall will be installed around the existing cutter tank immediately south of the pump station.

Development of the retail-commercial center includes the provision of necessary infrastructure, including drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications. Project construction includes installation of a 4-inch gas line connecting the development to an existing 14-inch gas line at the intersection of Studebaker Road and Seventh Street or to the existing 16-inch gas line in Studebaker Road. Project construction also includes improvements to the local Vista Street sewer system and installation of a force main mounted to the Loynes Drive bridge, and construction of an on-site lift station equipped with a wet well and odor control system. More specifically, the project includes the replacement of 265 feet of an existing 8-inch diameter public sewer line with a 10-inch diameter sewer line in Vista Street between Daroca Street and Margo Street, and the replacement of 261 feet of an 8-inch diameter sewer line with a 10 inch diameter sewer line between the manhole at Daroca Street and Vista Street and the first manhole in the golf course.

The proposed project includes improvements to the streetscape along the east side of Studebaker Road. Curb, gutters, and a 10-foot-wide (minimum) sidewalk compliant with the Americans with Disabilities Act (ADA) standards will be installed adjacent to the project site. Additional improvements to the surrounding circulation system will be constructed as part of project implementation.

### **Off-Site Open Space**

In addition to on-site landscaping and open space, the proposed project also includes landscaping of 1.37 acres southeast of the intersection of East 7th Street and Silvera Avenue, adjacent to the Channel View Park bike path. Kettering Elementary School borders the site to the south. The site consists of 0.31-acre of Caltrans right-of-way, a 0.43-acre flood control easement, and a 0.63-acre private property which will be deeded to the City for inclusion in its inventory of open space. The proposed project includes removal of the existing asphalt, landscaping with a mix of low maintenance and drought tolerant plant materials, and construction of a 5-foot concrete walkway that will traverse the length of the site. The project applicant will repave portions of the Los Angeles County Flood Control District easement for maintenance purposes and enter into a use agreement with the Los Angeles County Flood Control District for landscaping of the remaining portions. Drainage swales will be included in site design to direct water away from Kettering Elementary School.

## **1.3 ALTERNATIVES**

The following alternatives to the proposed project were selected for consideration, including the No Project Alternative and alternative sites as required by CEQA:

- Alternative 1: No Development/No Build Alternative
- Alternative 2: Reduced Project Alternatives
- Alternative 3: No Project/Existing Zoning: Warehouse

- Alternative 4: No Project/Existing Zoning: Light Industrial

The No Project/No Development Alternative is environmentally superior to the proposed project because there are no physical impacts that would result from implementation of this alternative. If there were no changes to the existing conditions on the site, there would be no increase in traffic, noise, construction or operational air emissions, or solid waste generation; however, there are projected changes with the proposed project.

The CEQA Guidelines require that if the environmentally superior alternative is the No Project Alternative, “the EIR also identify an environmentally superior alternative among the other alternatives” (CEQA Guidelines Section 15126.6[e][2]). The Environmentally Superior Alternative, in terms of direct physical effects on the environment, is the Reduced Project Alternative.

The Reduced Project Alternative would reduce the number of, but not completely avoid, significant project-related impacts to traffic and operational air quality. The trip generation of the Reduced Project Alternative is less than the proposed project trip generation for both the weekday and weekend peak hours. The Reduced Project Alternative would result in two fewer significantly impacted intersections during the weekday peak hours and one fewer impacted intersection in the weekend peak hour compared with the proposed project. All study area intersections would operate with an improved or equivalent level of service with implementation of the Reduced Project Alternative compared with the proposed project. The Reduced Project Alternative, however, has significant traffic effects during the weekend peak hour. The Reduced Project Alternative also results in fewer significant air quality effects compared to the proposed project and Light Industrial Alternative.

## 1.4 AREAS OF CONTROVERSY

Pursuant to State CEQA Guidelines, Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City of Long Beach or were raised during the scoping process. Major issues and concerns raised at the scoping meeting included: (1) potential traffic impacts on Studebaker Road and Loynes Drive; (2) potential safety issues resulting from proximity to residential neighborhoods and schools; (3) potential impacts to the nearby Los Cerritos Wetlands; (4) potential health risks associated with increased emissions from vehicular traffic; and (5) potential quality of life issues related to possible noise from operation of the commercial center.

DEIR 2005 addressed each of these areas of concern or controversy in detail, examined project-related and cumulative environmental impacts, identified significant adverse environmental impacts, and proposed mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A of DEIR 2005 includes the Notice of Preparation, a summary of the verbal comments at the scoping meeting, and copies of written comments received.

## 1.5 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The proposed project will result in significant unavoidable adverse impacts related to air quality, solid waste disposal capacity in Los Angeles County, and traffic and circulation. Chapter 8.0 provides a detailed summary of the impacts that are considered significant and unavoidable after all mitigation is

applied. These impacts are also described in detail in Chapter 4.0 of DEIR 2005. Additional information can be found in the Section 4.10 and Chapter 6.0 of this Recirculated Draft EIR. A brief description of each significant unavoidable impact is provided below.

### **Air Quality**

Construction air quality impacts related to construction equipment/vehicle emissions during demolition and grading periods and fugitive dust will remain significant and adverse even with implementation of mitigation measures and compliance with applicable rules and regulations.

The proposed project will also result in long-term air emissions associated with stationary sources (i.e., resulting from natural gas consumption) and mobile sources (e.g., vehicular traffic). Emissions from the project-related mobile sources would exceed CO, ROC, and NO<sub>x</sub> thresholds based on emission factors for 2004. Implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.

Construction of the proposed project, including off-site improvements and in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status in the South Coast Air Basin (Basin). Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

### **Public Services and Utilities**

Due to the existing deficiency in long-term waste disposal capacity at waste disposal facilities in Los Angeles County, cumulative project impacts associated with solid waste disposal capacity at Class III landfills will remain significant and unavoidable.

### **Traffic and Circulation**

The following project intersection impacts cannot be mitigated. Therefore, these project impacts remain significant and adverse.

#### **Weekday Peak Hour**

- Studebaker Road/State Route 22 (SR-22) westbound ramps

#### **Weekend Midday Peak Hour**

- PCH/7th Street
- PCH/2nd Street

At the direction of City staff, a technical memorandum was prepared to address the cumulative traffic impacts of the proposed project when considered with the addition of traffic from proposed Seaport Marina project. In addition to the significant impacts to the intersections listed above, a significant impact to the following intersection was identified in the Chapter 6.0 of the Recirculated Draft EIR. Impacts to this intersection cannot be mitigated and remain significant and adverse.

#### **Weekday Peak Hour**

- Studebaker Road/SR-22 eastbound ramps

### **1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Table 1.A identifies the project environmental impacts, proposed mitigation measures, and level of significance after mitigation is incorporated into the project. The table also identifies cumulative impacts resulting from build out of the proposed project in conjunction with the approved and pending cumulative projects. Environmental topics addressed in DEIR 2005 include: Aesthetics, Air Quality, Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Public Services and Utilities, and Transportation and Circulation. Two sections of DEIR 2005, 4.6, Hazards and Hazardous Materials and 4.10, Public Services and Utilities, have been revised and are being recirculated for public review.

Several Transportation and Circulation project design features (PDFs) presented in DEIR 2005 have been converted to mitigation measures in this Recirculated Draft EIR in order to ensure that they will be completed as presented with implementation of the project.

Refer to Section 2.5 of this Recirculated Draft EIR for a discussion of additional effects found not to be significant through preliminary analysis and the scoping process.

Table 1.A: Summary of Project-Specific Impacts, Mitigation Measures, and Level of Significance

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<b>4.1: AESTHETICS</b>		
<b>Effects on Scenic Vistas.</b> All areas surrounding the project site are developed for urban uses with the exception of the Los Cerritos Wetlands and two small parcels of land adjacent to the project site. The project site would not disrupt or affect views from an interpretive center built on the site because it is located to the east. Likewise, the proposed project will not disrupt any scenic vistas or viewsheds visible on the Los Cerritos Wetlands from the interpretive center. There are no additional aesthetic or visual resources located on site or in the surrounding vicinity that have been designated in any City or other agency policy or plan. The effect of the proposed project on any scenic vistas that may exist from a distant off-site area is not considered adverse, and no mitigation is necessary. Similarly, landscaping of the proposed 1.37-acre open space site southeast of the corner of 7th Street and Silvera Avenue will not result in a significant impact on any scenic vista that may exist from a distant off-site area is not considered adverse, and no mitigation is necessary.	No mitigation is required.	Less than significant
<b>Effects on Scenic Resources.</b> The Los Cerritos Wetlands are located south of the storage tank farm operated by Pacific Energy and across the Los Cerritos Channel south of the project site. The nearest portion of the wetlands area is approximately 200 feet southwest of the project site. The distance between the two land uses provides a sufficient buffer to protect the wetlands from any light, glare, and shade emanating from the project site. Therefore, project impacts to the visual and scenic quality of the Los Cerritos Wetlands are considered less than significant, and no mitigation is required.  Studebaker Road, located adjacent to the project site, is not a designated State scenic highway. There are no scenic rock outcroppings located within the project limits. Project impacts to scenic resources in the vicinity of the project site are considered less than significant, and no mitigation is required.  Channel View Park is located immediately to the east of the proposed 1.37-acre open space site southeast of the corner of 7th Street and Silvera Avenue. The scenic quality of Channel View Park will not be impacted by the proposed changes to the site adjacent to 7th Street. Therefore, project impacts related to Channel View Park are considered to be less than significant, and no mitigation is required.	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
7th Street, located adjacent to the project site, is not a designated State scenic highway. There are no scenic rock outcroppings located within the project limits. Project impacts to scenic resources in the vicinity of the project site are considered less than significant, and no mitigation is required.		
<b>Visual Character.</b> The proposed project will replace five of the six existing ASTs with a commercial shopping center. It provides benefits to views from the public rights-of-way because of landscaping improvements, high-quality building materials, and consistent integrated architecture. The comparable heights of project buildings, modern architectural design, and substantial landscape elements are shown in simulated views based on proposed project plans and indicate that potential impacts to the aesthetic character of the surrounding area are reduced to below a level of significance for all vantage points analyzed in this section. Landscaping of the proposed 1.37-acre open space site southeast of the corner of 7th Street and Silvera Avenue will not result in a significant impact related to visual character, and no mitigation is necessary.	No mitigation is required.	Less than significant
<b>Light and Glare.</b> The project area is presently characterized by a relatively low level of nighttime lighting used primarily for security purposes and street lights along Studebaker Road. The proposed project will involve nighttime operations, and lighting will be necessary. Photometric analysis of project lighting available for review at the City of Long Beach Department of Planning and Building shows that spill light is reduced to a maximum of 0.3 fc at 50 feet from the project boundary and a maximum of 0.1 fc at 100 feet from the project boundary. Mitigation Measures 4.1.1 and 4.1.2 are precautionary measures intended to further prevent any potentially adverse impacts from spill light or glare. With incorporation of these measures, any potentially significant impacts from spill light and glare generated by the proposed project are reduced to below a level of significance.	<b>4.1.1</b> The preliminary lighting plan shall be finalized as part of subsequent refinements in the site master planning process. The plan shall be designed to prevent light spillage in excess of that which has been referenced and analyzed in this EIR. A qualified lighting engineer/consultant to the City of Long Beach Department of Planning and Building shall verify that the plan calls for energy-efficient luminaries that control light energy and for exterior lighting to be directed downward and away from adjacent streets and adjoining land uses in a manner designed to minimize off-site spillage. Prior to issuance of building permits, the lighting plan shall be reviewed and approved by a City of Long Beach Director of Planning and Building, demonstrating that project lighting is consistent with this EIR.	Less than significant
Proposed lighting on the proposed 1.37-acre open space site at the intersection of 7th Street and Silvera Avenue will be consistent with existing nighttime light sources in the area, including street lights along 7th	<b>4.1.2</b> Prior to issuance of certificates of occupancy, the City of Long Beach Building Official shall verify that the lighting plan restricts	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Street and Silvera Avenue and nighttime security lighting at Kettering Elementary School. Therefore, the lighting proposed in the open space area would result in a less than significant impact.	operational hours as follows: 100 percent illumination from dusk to close of commercial activities; 50 percent illumination from the close of commercial activities until one hour after close time; and only security-level lighting from one hour after closure until dawn.	
<b>Cumulative Aesthetics Impacts.</b> The proposed project will not have a significant cumulative impact on the visual environment, as the project site has long been occupied by industrial uses. The proposed project, including the proposed open space site, will not generate significant adverse effects on adjacent land uses. The proposed improvements are compatible in character with the surrounding area. There are no known visual incompatibilities between the proposed project and planned future projects located in the surrounding area. Project lighting will be minimized with the implementation of Mitigation Measures 4.1.1 and 4.1.2 and within the existing urban context will not contribute to a significant cumulative impact. Therefore, the contribution of the proposed project to potential cumulative visual/aesthetic impacts in the study area is considered less than significant.	No mitigation is required.	Less than significant
<b>4.2: AIR QUALITY</b>		
<p><b>Construction Emissions.</b> Air quality impacts would occur during construction of the proposed project from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include: (1) exhaust emissions from construction vehicles; (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces; (3) demolition activities; and (4) soil disturbances from grading and backfilling. Construction impacts related to air quality include the following:</p> <ul style="list-style-type: none"> <li>It is anticipated that emissions during structure construction would be below the peak grading day emissions; impacts related to construction would be less than significant.</li> <li>During peak grading days, total construction emissions of NO<sub>x</sub> and PM<sub>10</sub> would exceed the daily thresholds established by the SCAQMD even with Mitigation Measures 4.2.1 through 4.2.8 implemented.</li> <li>During demolition and regular grading days, NO<sub>x</sub> emissions would</li> </ul>	<p><b>4.2.1</b> The City of Long Beach shall ensure that the project complies with South Coast Air Quality Management District (SCAQMD) Rule 1166 with regard to the handling of potential VOC-contaminated soils during construction. Prior to issuance of building permits, the City of Long Beach Building Official shall verify that construction plans include a statement stipulating that the construction contractor shall be responsible for compliance with applicable SCAQMD Rules and Regulations.</p> <p><b>4.2.2</b> The City of Long Beach shall ensure that the project complies with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD</p>	Significant and adverse

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>exceed the thresholds as well.</p> <ul style="list-style-type: none"> <li>Emissions of other criteria pollutants would be below the thresholds.</li> <li>Architectural coatings contain volatile organic compounds (VOC) that are similar to ROC and are part of the O<sub>3</sub> precursors. Although no detailed architectural coatings information is available for the project, compliance with the SCAQMD Rules and Regulations on the use of architectural coatings is sufficient to reduce project impacts to a less than significant level.</li> <li>Implementation of proposed plans for the open space site southeast of the intersection of 7th Street and Silvera would not exceed the daily thresholds for the criteria pollutants of nitrogen oxides (NO<sub>x</sub>), reactive organic compounds (ROC), carbon monoxide (CO), sulfur oxide (SO<sub>x</sub>), and particulate matter less than 10 microns in diameter (PM<sub>10</sub>).</li> <li>With implementation of Mitigation Measure 4.2.2, fugitive dust and PM<sub>10</sub> emissions from construction operations on the proposed open space site would be reduced below a level of significance.</li> </ul>	<p>Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. The City of Long Beach Building Official shall ensure that notes are included on grading and construction plans and referenced in the Construction Contractor's Agreement stipulating that the construction contractor shall be responsible for compliance with SCAQMD Rules 402 and 403.</p> <p>Applicable Rule 403 measures include the following requirements:</p> <ul style="list-style-type: none"> <li>Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).</li> <li>Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)</li> <li>All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).</li> <li>Pave construction access roads at least 100 feet onto the site from the main road.</li> <li>Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.</li> </ul> <p><b>4.2.3</b> The City of Long Beach Building Official shall ensure that construction documents and the Construction Contractor's Agreement require use of dust suppression measures in the SCAQMD</p>	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<p><i>CEQA Air Quality Handbook</i> during grading and construction. The construction contractor shall be responsible for implementation of dust suppression measures.</p> <ul style="list-style-type: none"> <li>Revegetate disturbed areas as quickly as possible.</li> <li>All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.</li> <li>All streets shall be swept once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).</li> <li>Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip.</li> <li>All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized.</li> <li>The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.</li> </ul> <p><b>4.2.4</b> The construction contractor shall select the construction equipment used on site based on low-emission factors and high energy efficiency. Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that all construction equipment will be tuned and maintained in accordance with manufacturers' specifications.</p> <p><b>4.2.5</b> Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that</p>	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<p>construction and grading plans include a statement that the construction contractor shall utilize electric- or diesel-powered equipment in lieu of gasoline-powered engines where feasible.</p> <p><b>4.2.6</b> Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that work crews will shut off equipment when not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.</p> <p><b>4.2.7</b> Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall time construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through-traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.</p> <p><b>4.2.8</b> Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.</p>	
<b>Emission Thresholds for Pollutants with Regional Effects.</b> Long-term air emission impacts are those associated with stationary sources and mobile sources involving any project-related change. The proposed commercial use	<b>4.2.9</b> The City of Long Beach shall ensure that the project complies with Title 24 of the California Code of Regulations established by the Energy	Significant and adverse

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>would result in both stationary and mobile sources. The stationary source emissions from the commercial uses would come from the consumption of natural gas. Long-term operational emissions associated with the proposed project result from additional automobile trips generated by the project. Emissions from the project-related mobile sources would exceed CO, ROC, and NO<sub>x</sub> thresholds based on emission factors for 2004. Emissions of SO<sub>2</sub> and PM<sub>10</sub> would not exceed their respective thresholds. Therefore, project-related long-term air quality impacts would be significant. Because most of the project's air quality impacts are generated by vehicle emissions, implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.</p> <p>The proposed open space will generate few long-term vehicle trips and no stationary source emissions. Therefore, the proposed project would not result in any long-term air quality impacts and would not worsen impacts reported for the proposed Home Depot project.</p>	<p>Commission regarding energy conservation standards. During Plan Check, the City of Long Beach Building Official shall verify that the following measures are incorporated into project building plans:</p> <ul style="list-style-type: none"> <li>• Trees will be planted to provide shade and shadow to buildings</li> <li>• Energy-efficient parking lot lights, such as low-pressure sodium or metal halide, will be used</li> <li>• Solar or low-emission water heaters shall be used with combined space/water heater units where feasible</li> <li>• Double-paned glass or window treatment for energy conservation shall be used in all exterior windows where feasible</li> <li>• Buildings shall be oriented north/south where feasible.</li> </ul>	
<p><b>Local Microscale Concentration Standards.</b> Vehicular trips associated with the proposed project would contribute to the congestion at intersections and along roadway segments in the project vicinity. Localized air quality effects would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. The primary mobile source pollutant of local concern is CO. CO is a direct function of vehicle idling time and, thus, traffic flow conditions. The proposed project would contribute to increased CO concentrations at intersections in the project vicinity; however, all 11 intersections analyzed would have one-hour and eight-hour CO concentrations below the federal and State standards. The existing CO concentrations are from current traffic in the vicinity of these intersections. Furthermore, it is anticipated that emissions in the future years, including CO, will decrease with technology advancements in vehicular engine technology. The increase in traffic volumes would not outweigh the reduction in emission factors. The proposed project would not have a significant impact on local air quality for CO, and no mitigation measures would be required.</p> <p>With the exception of site maintenance equipment and employee</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>commutes, the proposed open space would not generate any long-term vehicle trips or stationary source emissions. Therefore, the proposed project would not result in a significant impact on local air quality for CO, and no mitigation measures would be required.</p> <p><b>Cumulative Air Quality Impacts.</b> The project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction may result in substantial short-term increases in air pollutants. This would be a contribution to short-term cumulative air quality impacts.</p> <p>The project would also result in increases in long-term operational emissions. The project would contribute cumulatively to local and regional air quality degradation, and exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.</p> <p>There would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin (Basin) as a result of the proposed open space site. Soil disturbance would be staggered so as not to occur at the same time as grading of the Home Depot site. Therefore, although the project as a whole results in a significant cumulative air quality impact, the impact reported in DEIR 2005 is not worsened by the addition of the open space area to the project.</p>	No mitigation is feasible.	Significant and adverse.
<b>4.3: BIOLOGICAL RESOURCES</b>		
<p><b>Sensitive Species.</b></p> <ul style="list-style-type: none"> <li>• <b>Plants.</b> No sensitive plant species or natural communities were observed at the Home Depot project site or within Los Cerritos Channel (adjacent to the Loynes Street bridge) during the field surveys. No sensitive plant species or natural communities are expected to occur on site or within Los Cerritos Channel (adjacent to the Loynes Street bridge) due to lack of suitable habitat. The project area has been heavily disturbed and contains sparse ruderal vegetation. Due to the generally disturbed condition and absence of sensitive plant species in the project area, impacts to vegetation are less than significant, and no mitigation is required. No special-interest plant species identified in the literature review were observed on the proposed open space site, and none of these species are expected to occur because of the disturbed nature of the site and lack of exposed soil and</li> </ul>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>unpaved surfaces.</p> <ul style="list-style-type: none"> <li>• <b>Wildlife.</b> The focused burrowing owl surveys determined that burrowing owls are not expected to be year-round residents at the project site, and are expected to be absent as a breeding bird at the project site. No other sensitive wildlife species identified in the records search were observed at the project site, nor are any expected to occur due to lack of suitable habitat. While special-interest species may forage or fly over the proposed open space area, none of these species are expected to breed in the area because of the lack of vegetation suitable for nesting and proximity to the roadway. Therefore, no significant adverse impacts to wildlife species would result from implementation of the proposed project, and no mitigation is required. The City of Long Beach will ensure compliance with the requirements of the Migratory Bird Treaty Act (MBTA) and U.S. Fish and Game Code 3503.5.</li> </ul>		
<p><b>Wildlife Movement Corridors.</b> The project site potentially allows for wildlife movement to a limited extent due to its proximity to the Los Cerritos Wetlands. The project site may be used as a migration stop or brief dispersal refuge for migrating birds along the coastline. However, because the project site is disturbed, located within an urban setting, and separated from the adjacent Los Cerritos Wetlands by roadways, it is not considered an integral component of any wildlife movement corridors in the area. The proposed open space site will provide similar or improved opportunities for wildlife movement as the current condition, and will not impede wildlife movement. Therefore, potential impacts to wildlife movement are less than significant, and no mitigation is required.</p>	No mitigation is required.	Less than significant
<p><b>Potential Jurisdictional Wetlands.</b> No potential jurisdictional wetlands were identified at the project site or within the portion of the Los Cerritos Channel near the proposed sewer line construction. Therefore, potential impacts to jurisdictional wetlands as a result of the proposed project are less than significant, and no mitigation is required.</p> <p>Small curbs along the perimeter of the proposed open space site appear to be used for drainage purposes, but do not exhibit an ordinary high water mark, and therefore would not likely be considered jurisdictional. The site does not contain any other drainage courses that potentially meet the State and/or federal definitions of streambeds, wetlands, and/or waters of the U.S., nor any that would be subject to the jurisdictional authority of regulatory agencies. It is anticipated that the proposed open space project will not require any permits from the U.S. Army Corps of Engineers</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>(Corps) or the CDFG.</p> <ul style="list-style-type: none"> <li>Los Cerritos Wetlands. The project site is currently developed with industrial uses and is separated from the Los Cerritos wetlands by a major arterial (Studebaker Road). Implementation of the proposed project would not result in any significant adverse effects to the Los Cerritos Wetlands from project sources such as traffic, light, and noise. These sources already exist and are not expected to increase substantially. Therefore, no mitigation measures are required.</li> </ul>		
<p><b>Federally Protected Waters.</b> The jurisdictional delineation identified the limits of both potential Corps nonwetland waters of the U.S. and CDFG streambed jurisdiction at the Los Cerritos Channel just north of the Loynes Drive bridge. Sewer line construction across the Los Cerritos Channel would occur above and outside potential jurisdictional limits, and the installation of the sewer line will not include any work within the channel itself. Therefore, the construction of the sewer line would not impact jurisdictional areas and would not be subject to agency jurisdiction. However, construction activity for the sewer line will be in very close proximity to the Los Cerritos Channel, and construction activity at the project site will come very close to the channel banks of the two artificial water supply channels located off site to the north and south of the project site, which are also potentially jurisdictional. Implementation of precautionary protective barriers as described in Mitigation Measure 4.3.1 would prevent any incidental discharge of fill, debris, or other material into the Los Cerritos Channel and the two adjacent water supply channels and would reduce potential impacts to jurisdictional waters to less than significant levels.</p> <p>Small curbs along the perimeter of the proposed open space site appear to be used for drainage purposes, but do not exhibit an ordinary high water mark, and therefore would not likely be considered jurisdictional. The site does not contain any other drainage courses that potentially meet the State and/or federal definitions of streambeds, wetlands, and/or waters of the U.S., nor any that would be subject to the jurisdictional authority of regulatory agencies. The proposed open space project will not likely require any permits from the U.S. Army Corps of Engineers (Corps) or the CDFG.</p>	<p><b>4.3.1</b> Prior to commencement of demolition or grading activities, the construction contractor shall install protective barriers (e.g., snow or silt fencing) between the project site and the adjacent water supply channels and along both banks of the Los Cerritos Channel north of the Loynes Drive bridge. Prior to issuance of demolition permits, the City of Long Beach Environmental Officer shall verify that a qualified biologist has been retained by the City of Long Beach to supervise the installation of the barriers and ensure that the barriers are installed in the proper location and are clearly visible to equipment operators and other construction personnel. The barriers shall be a bright color (e.g., fluorescent orange) to ensure clear visibility. No construction activity shall occur beyond the limits marked by the barriers, and the construction contractor shall ensure that no construction debris, trash, or other material passes beyond the barriers. The City-retained biologist shall monitor the site on a weekly basis throughout project construction and file written reports on the condition of the barriers to the City of Long Beach Environmental Officer on a monthly basis. The cost of the biologist shall be reimbursed by the applicant.</p>	Less than significant
<p><b>Ordinances, Plans, and Policies.</b> The City of Long Beach has a tree ordinance that applies to City-owned trees. A ministerial permit would be required if the project would require removal of trees from City-owned property. However, no City-owned trees will be removed as part of the</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
project, and no mitigation is required.		
<b>Habitat Conservation Plan, Natural Community Conservation Plan.</b> There is no adopted HCP, NCCP, or other habitat conservation plan in the City of Long Beach; therefore, the project will not conflict with any such plans. The Home Depot project site is located within the coastal zone and is subject to the requirements of the City's Local Coastal Program.	No mitigation is required.	Less than significant
<b>Cumulative Biological Impacts.</b> The project will not result in a loss of wetland habitat, will not impact any sensitive species, and will not directly or indirectly impact the adjacent wetlands. The mitigation measures identified above will reduce or avoid potential impacts to jurisdictional waters. Therefore, the proposed project would not contribute to cumulative losses of sensitive species or habitat, and no significant cumulative biological impacts would occur as a result of implementation of the proposed project.	No mitigation is required.	Less than significant
<b>4.4: CULTURAL AND PALEONTOLOGICAL RESOURCES</b>		
<b>Historical Resources.</b> At the present time, the two oldest tanks on the project site, Tank Nos. 1 and 2, are 49 years old, and not considered to be historic under CEQA. Since the tanks will most likely reach 50 years of age prior to demolition, the Alamitos Tank Farm was recorded on State of California Record Forms (DPR 532 Forms) in order to document their presence, relationship, and condition. Because the tanks are not distinctive in their design, are not associated with events of significance, and are not likely to yield important historic information, they and the Alamitos Tank Farm as a whole are considered not important under CEQA and not eligible for listing on the California Register of Historical Resources. Therefore, no mitigation is required for impacts to historical resources on site.  The project site at the corner of 7th Street and Silvera Avenue is currently vacant, asphalt-paved, and surrounded by fencing. There are no historic structures, as defined in State CEQA Guidelines Section 15064.5, on the project site. Therefore, no mitigation is required for impacts to historical resources on site, and project impacts related to historical resources are less than significant.	No mitigation is required.	Less than significant
<b>Paleontological Resources.</b> The site is located within an area of recent Quaternary alluvial sediment brought to the area by the San Gabriel River and surrounded by bedrock exposures of Late Pleistocene sediments of the San Pedro and Palos Verde Sands deposits, known to produce limited vertebrate fossils. It is unlikely <i>in situ</i> deposits of fossiliferous sediments will be encountered during project construction. However, there is a potential to encounter unknown paleontological resources during	<b>4.4.1</b> In conjunction with the submittal of applications for rough grading permits for the proposed project, the City of Long Beach Director of Planning and Building shall verify that a paleontologist who is listed on the County of Los Angeles list of certified paleontologists has been retained and will be on site during all rough	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>excavation activities. Mitigation Measure 4.4-1 addresses potential impacts with regard to discovered paleontological resources.</p> <p>The proposed open space site is located within an area of recent Quaternary alluvial sediment brought to the area by the San Gabriel River and surrounded by bedrock exposures of Late Pleistocene sediments of the San Pedro and Palos Verde Sands deposits, known to produce limited vertebrate fossils. It is unlikely that <i>in situ</i> deposits of fossiliferous sediments will be encountered during project construction. However, there is a potential to encounter unknown paleontological resources during excavation activities. Mitigation Measure 4.4.1 found in the DEIR addresses potential impacts with regard to discovered paleontological resources and is applicable to the proposed open space site.</p>	<p>grading and other significant ground-disturbing activities in paleontologically sensitive sediments. In the event that fossil resources are noted within the project area, construction in the vicinity of the find will be halted until the discovery can be evaluated. If the discovery is determined to be important, the project proponent shall initiate a paleontological recovery program to collect the fossil specimens and all relevant lithologic and locality information about the specimen. This may include the collection and the washing and picking of up to 6,000 pounds per locality of mass samples to recover small invertebrate and vertebrate fossils. The results of the fossil recovery program will be documented in a technical report that will include an itemized inventory of specimens. Specimens recovered during grading activity shall be prepared to a point of identification and permanent preservation. All recovered fossils shall be placed within a museum repository that is capable of accepting the recovered fossils and that has a permanent retrievable storage. The project proponent shall be responsible for all costs associated with this recovery program and report preparation.</p>	
<p><b>Archaeological and Prehistoric Resources.</b> During a cultural resources survey, marine shellfish were identified along the northern portion of the project area, which can be an indication of prehistoric use at the site. The shellfish were determined to be a result of dredging the intake channels to cool the electrical generating plant. This determination was made based on the association of both valves of some of the bivalves observed in the deposits, indicating that the shells were not gathered by humans for food. No evidence of prehistoric use of the project area was found. Because the project area was originally tidal marshland, there is little potential for buried prehistoric resources, and no prehistoric resources have been previously recorded within 0.5 mile of the project area. However, since there is the possibility that human remains may be encountered during excavation activities, Mitigation Measure 4.4.2 is required to address this issue.</p>	<p><b>4.4.2</b> If human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made a determination of the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
No cultural resources have been recorded within the proposed open space site the entire area is covered with asphalt. An archaeological monitor will be present during any construction-related ground-disturbing activities because other resources have been recorded within the vicinity of the extension area. Mitigation Measure 4.4.3 requires the presence of a Los Angeles County certified archaeologist at the pre-grading meeting and during all grading activity on the proposed open space site. Mitigation Measure 4.4.3 will reduce project impacts related to unknown archaeological and prehistoric resources to a less than significant level.	<p>hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of the human remains and items associated with Native American burials.</p> <p><b>4.4.3</b> In conjunction with the submittal of applications for rough grading permits, the Director, Department of Planning and Building, shall verify that a Los Angeles County certified archaeologist has been retained, shall be present at the pregrading conference and shall establish procedures for temporarily halting or redirecting work if unrecorded archaeological resources are discovered during grading to permit the sampling, identification, and evaluation of archaeological materials as appropriate. The cultural resource management program will include resource monitoring during project grading of archaeologically sensitive sediments to ensure that unidentified cultural resources are not affected by the proposed undertaking. If archaeological materials are identified during construction, standard professional archaeological practices shall be initiated to characterize the resources and mitigate any impacts to those resources. Included within this program will be the development of a curation agreement for the permanent care of materials collected from the project. This agreement would be negotiated with a suitable repository.</p>	
<b>Cumulative Cultural Impacts.</b> The proposed project, in conjunction with other past, present, or reasonably foreseeable future projects, has the potential to result in a cumulative impact due to the loss of undiscovered cultural resources and human remains during grading and construction activity. Incorporation of mitigation measures will reduce the proposed project's incremental contribution to this potential cumulative impact to a less than significant level.	No mitigation is required.	Less than significant
<b>4.5: GEOLOGY AND SOILS</b>		
<b>Shrinkage and Subsidence.</b> The Home Depot project site and the proposed open space site are not located within an area of known subsidence that may	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>be associated with groundwater or petroleum withdrawal, peat oxidation, or hydrocompaction. Thus, the potential site constraint associated with land subsidence is considered low, and no mitigation is required.</p> <p>For estimating earthwork volume, an average shrinkage value of 15–20 percent and subsidence of 0.1–0.2 foot may be assumed for the surficial soils (GPI 2003). These values are estimates only and exclude losses due to removal of vegetation or debris. Actual shrinkage and subsidence will depend on the types of earthmoving equipment used and will be determined during grading. Potential impacts from shrinkage are considered less than significant, and no mitigation is required.</p>		
<p><b>Wastewater Disposal.</b> The project does not include the use of septic tanks or alternative methods for disposal of wastewater into the subsurface soils. A new sewer line is proposed to connect the Home Depot Site to the public sewer system. Refer to Section 4.10, Public Services and Utilities, for a detailed discussion of this project component. The proposed open space site does not require sewerage services.</p>	No mitigation is required.	Less than significant
<p><b>Seismic Considerations.</b> Neither the Home Depot project site or the proposed open space site is located within a currently designated Alquist-Priolo Earthquake Fault Zone, nor are they currently identified by the regulatory community as being located within zones of either primary or secondary co-seismic surface deformation (e.g., pressure ridges, escarpments, fissures). Thus, the sites are not expected to experience primary surface fault rupture or related ground deformation during the life of the proposed development. However, since the sites are only 0.6 mile northeast of the recognized surface traces of ground deformation within the Newport-Inglewood Structural Zone (Figure 4.5.2), which is the nearest Alquist-Priolo fault to the site, significant ground shaking or secondary seismic ground deformation effects may be anticipated should a major seismic event occur along the Newport-Inglewood Structural Zone or any active faults. Mitigation Measure 4.5.1 requires the City to review final design plans for structural engineering compliance and to approve the plans prior to issuance of grading permits. No structures are proposed for the open space site. Therefore, potential seismic ground-shaking impacts will be less than significant with mitigation incorporated.</p>	<p><b>4.5.1</b> Prior to issuance of building permits, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works are required to review and approve final design plans to ensure that earthquake-resistant design has been incorporated into final site drawings in accordance with the most current California Building Code and the recommended seismic design parameters of the Structural Engineers Association of California. Ultimate site seismic design acceleration shall be determined by the project structural engineer during the project design phase.</p>	Less than significant
<p><b>Erosion Potential.</b> There is the potential for soil erosion to occur at the Home Depot site and the proposed open space site during site preparation and grading activities. Large areas of soil will be exposed to wind and water erosion. After construction of buildings and parking lots and establishment of the landscaped areas, erosion potential will be minimal. Mitigation</p>	Refer to Mitigation Measures 4.2.2 and 4.2.3.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
measures are required to reduce fugitive dust and transport of soil into Los Cerritos Channel and the San Gabriel River (refer to Section 4.2, Air Quality, and Section 4.7, Hydrology and Water Quality, respectively). With implementation of these standard control measures, soil erosion potential will be reduced to less than significant levels.		
<p><b>Liquefaction.</b> One- to two-foot-thick sand layers at depths between 11 and 33 feet below grade exhibit marginal resistance to liquefaction (GPI 2003). Should liquefaction of these layers occur, the estimated magnitude of total dynamic settlement is expected to range between one-half and three-fourths inch. The main impact would be settlement of the ground surface. The projected settlement due to liquefaction is not considered significant. However, in order to design an adequate foundation to accommodate geotechnical constraints such as liquefaction, a detailed geotechnical investigation will be conducted during final design. Therefore, Mitigation Measure 4.5.2 will reduce potential liquefaction impacts to a less than significant level.</p> <p>Most of the subsurface soils on the proposed open space site are either cohesive soils that do not satisfy the characteristics necessary for liquefaction or are dense to very dense granular soils. The main impact would be settlement of the ground surface. The projected settlement due to liquefaction is not considered significant because no buildings or foundations are proposed that would be affected by geotechnical constraints such as liquefaction. Therefore, the potential for impacts resulting from liquefaction is considered less than significant.</p>	<p><b>4.5.2</b> A detailed geotechnical investigation of the site shall be conducted prior to the project design phase. This investigation shall evaluate liquefaction potential, lateral spreading hazards, and soil expansiveness and shall determine appropriate design consistent with the most current California Building Code. A corrosion engineer shall design measures for corrosion protection. Site-specific final design evaluation and grading plan review shall be performed by the project geotechnical consultant prior to the start of grading to verify that recommendations developed during the geotechnical design process are appropriately incorporated in the project plan. Design and grading construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final report, subject to review by the City of Long Beach Building Official prior to issuance of grading permits.</p>	Less than significant
<p><b>Lateral Spreading.</b> A potential result of soil liquefaction on site is lateral spreading. Hypothetically, if there was soil failure at this site, the ground surface would move laterally downgradient toward the river along the southern site boundary. For lateral spreading to occur, the layers subject to liquefaction should be continuous across the site and have an overburden-normalized standard penetration test blowcount (sandy soils) of less than 15. At one cone penetration test location, two soil layers were found that exhibit a test blowcount of less than 15 (GPI 2003). Since these layers are not continuous across the site, lateral spreading is not considered likely. However, in order to ensure that the final foundation design has considered potential lateral spreading hazards, a detailed geotechnical investigation is necessary. Mitigation Measure 4.5.2 requires this investigation as well as</p>	Refer to Mitigation Measure 4.5.2.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>plan review by the geotechnical consultant and the City. Therefore, potential impacts regarding lateral spreading will be less than significant with mitigation incorporated.</p> <p>Lateral spreading is not considered likely on the proposed open space site because most of the subsurface soils on the proposed open space site are either cohesive soils or are dense to very dense granular soils. Mitigation Measure 4.5.2 (DEIR 2005) requires a final geotechnical investigation as well as plan review by the geotechnical consultant and the City. Therefore, potential impacts regarding lateral spreading will be less than significant with mitigation incorporated.</p>		
<p><b>Expansive Soils.</b> The on-site clayey soils have an expansion potential of medium to high and are considered to be severely corrosive to steel (GPI 2003; Mission 2004). Without protection, structural foundations on the Home Depot site could be affected, potentially leading to foundation failure. No structures that could be affected by expansive soils or corrosive soils are proposed for the open space site. Mitigation Measure 4.5.2 will ensure that recommendations would be provided in a comprehensive geotechnical report to mitigate these geotechnical constraints during the design and construction of the site.</p>	Refer to Mitigation Measure 4.5.2.	Less than significant
<p><b>Site Preparation.</b> Site preparation on the home depot site includes removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas. The subgrade will require stabilization to facilitate fill placement and support earthmoving equipment. Fill material type, placement, and compaction will be inspected by the on-site geotechnical engineer, who will also perform soil tests as necessary. Mitigation Measure 4.5.3 will reduce potential impacts related to site preparation to a less than significant level.</p> <p>Site preparation on the proposed open space site includes removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, positive surface gradient preparation, and pavement of other areas. Only surface soils on the proposed open space site will be graded. Subsurface facilities, including electrical and water equipment vaults, will not be removed. No buildings or structural foundations are proposed for the open space site, however, pump houses and electrical sheds will be relocated to the area within the LA County Flood Control easement. Therefore, impacts related to site preparation are considered less than significant for the proposed open space site. Mitigation Measure 4.5.3</p>	<p><b>4.5.3</b> Site preparation (removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas) shall be conducted consistent with the recommendations of the design-level detailed geotechnical investigation summarized in a final report, subject to review and approval by a City of Long Beach Building Official prior to issuance of grading permits. The project geotechnical engineer shall observe all excavations, subgrade preparation, and fill activities and shall conduct soils testing as necessary, consistent with local, State, and federal regulations.</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
(DEIR 2005) will reduce potential impacts related to site preparation of the proposed open space site at the intersection of Studebaker and Loynes to a less than significant level.		
<p><b>Cumulative Geology and Soils Impacts.</b> Neither the proposed project nor any of the identified projects with potential cumulative impacts entailed activities that would affect geology and soils at significant distances from the site (e.g., projects requiring significant structural blasting or drilling, high vibration activities, deep excavation, etc.).</p> <p>The analysis indicated that there would be no significant cumulative impact of the proposed project related to geology and soils. This conclusion is based on the following:</p> <ul style="list-style-type: none"> <li>There are no rare or special geological features or soil types on site that would be affected by project activities.</li> <li>There are no other known activities or projects with activities that would affect the geology and soils of this site.</li> </ul>	No mitigation is required.	Less than significant
<b>4.6: HAZARDOUS MATERIALS</b>		
<p><b>Potential Soil Contamination.</b> Operation of the ASTs and support facilities may have caused soil contamination. In addition, past activities at the AGS, a RCRA-regulated facility with DTSC oversight, have impacted groundwater. Completion of a detailed soils investigation and removal/disposal of any contaminated soils and/or groundwater is required. Implementation of Mitigation Measures 4.6.1, 4.6.2, and 4.6.6 will reduce potential impacts from contaminated soil and groundwater.</p>	<p><b>4.6.1</b> Prior to project approval, the project applicant shall enter into a Consent Agreement with DTSC for remediation of the project site consistent with the Scope of Work for an RCRA RFI.</p> <p><b>4.6.2</b> Prior to issuance of a grading permit, the project applicant shall provide evidence to the City that DTSC has issued a closure status for the project site and that no land use restrictions would prevent the site from being used for commercial/retail purposes.</p> <p><b>4.6.6</b> Prior to issuance of a grading permit, the project site shall be remediated in accordance with the scope of work for an RCRA RFI. DTSC shall oversee and approve all phases of the investigation including the Current Conditions Report, RCRA RFI Workplan, RCRA RFI Report, Health and Safety Plan. Soils and groundwater shall be tested for VOCs, SVOCs, PAHs, metals, asbestos, and PCBs in accordance with the DTSC-approved</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	workplan. Soil and groundwater removal, transport, and disposal shall be conducted in accordance with local, State and federal regulations; documentation shall be provided to DTSC. All remediation activity shall be completed to the satisfaction of DTSC, as well as RWQCB and CUPA as applicable.	
<p><b>Demolition of Hazardous Materials Structures. Above-ground Storage</b></p> <p>Tanks 1–3 are empty and Tank 4 contains approximately 30 inches of water and oil. Additionally, the soil beneath the tanks has been impacted by petroleum hydrocarbons (No. 6 fuel oil) and arsenic. Improper handling of the tanks and associated pipelines and equipment during demolition and removal could result in impacts to the on-site and off-site environment. Mitigation Measures 4.6.3 and 4.6.6 will reduce potential impacts from hazardous materials structure removal to less than significant levels.</p>	<p><b>4.6.3</b> Prior to issuance of any demolition permits, the project applicant shall submit an application to the City of Long Beach Fire Department for approval to remove Tanks Nos. 1–4 and 6 and associated pipeline conveyance systems from the property. The application package shall include documentation of approval of the removal process by AES Alamitos and Pacific Energy. The City of Long Beach Fire Department shall review the application for compliance with local, State, and federal requirements with tank-handling procedures including sampling and disposal of tank contents, sampling of subsurface soils, and transport and disposal of tanks and soils/liquids. The City of Long Beach Fire Department and DTSC shall oversee and monitor the operation in accordance with local, State, and federal requirements.</p> <p><b>4.6.6</b> Prior to issuance of a grading permit, the project site shall be remediated in accordance with the scope of work for an RCRA RFI. DTSC shall oversee and approve all phases of the investigation including the Current Conditions Report, RCRA RFI Workplan, RCRA RFI Report, Health and Safety Plan. Soils and groundwater shall be tested for VOCs, SVOCs, PAHs, metals, asbestos, and PCBs in accordance with the DTSC-approved workplan. Soil and groundwater removal, transport, and disposal shall be conducted in accordance with local, State and federal regulations; documentation shall be provided to DTSC. All remediation activity shall be completed</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	to the satisfaction of DTSC, as well as RWQCB and CUPA as applicable.	
<b>Handling and Disposal of Hazardous Substances.</b> Potential hazardous substances in structures proposed for demolition may be present, and include asbestos, lead-based paint, and PCBs. Implementation of Mitigation Measure 4.6.4 will reduce potential impacts to less than significant levels.	<b>4.6.4</b> Prior to issuance of any demolition permits, predemolition surveys for ACMs and LBPs (including sampling and analysis of all suspected building materials) and inspections for PCB-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e.: ASTM E 1527-00, and 40 CFR, Subchapter R, Toxic Substances Control Act [TSCA], Part 716). All identified ACMs, LBPs, and PCB-containing electrical fixtures shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., SCAQMD) and to provide safety to workers and the adjacent community. The project applicant shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the City of Long Beach Health Department showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and CCR Title 8, Article 2.6). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM, LBP, or PCB-containing fixtures to remain in place and would be reviewed and approved by the City Health Department.	Less than significant
<b>Remaining Aboveground Storage Tank Facilities.</b> AST No. 5 will	<b>4.6.5</b> Prior to issuance of any demolition permits,	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
remain in the northern portion of the site. Construction of a block wall and fence in this area and the relocation of existing pipelines to underground vaults has the potential to disturb these facilities and cause a spill. Implementation of Mitigation Measure 4.6.5 will reduce impacts to less than significant levels.	the project applicant shall submit an Emergency Action Plan to the City of Long Beach Fire Department for review and approval. The plan shall include documentation of review and approval by Pacific Energy. The plan shall be consistent with local, State, and federal regulations and shall provide detailed procedures in the event of a hazardous substance leak or spill from on-site facilities, including Tank No. 5 and associated equipment.	
<b>Methane Soil Contamination.</b> A preliminary methane soil gas investigation of the project site detected concentration levels exceeding current regulatory thresholds in shallow soils. To delineate methane concentrations, further investigation is necessary after rough grading and prior to building construction and utility installation. Implementation of Mitigation Measure 4.6.7 will reduce potential methane impacts to less than significant levels.	<b>4.6.7</b> After rough grading and prior to building construction and utility installation, a detailed methane soil gas investigation workplan shall be prepared by the project applicant and submitted to the City of Long Beach Fire Department for review and approval. The methane soil gas investigation shall be performed in accordance with local industry standards. The results shall be presented in a formal report that includes recommendations to mitigate potential hazards from methane, if required. The report shall be reviewed and approved by the City of Long Beach Fire Department. Based on the results of this detailed investigation, additional mitigation design may be necessary, including providing conventional vapor barriers and venting systems beneath buildings and confined spaces. Methane mitigation design shall be approved by the City of Long Beach Fire Department.	Less than significant
<b>Additional Hazardous Materials.</b> Due to methane occurrence, undocumented fill soils, and historical use of the site, there is the potential for additional hazards to be encountered during rough grading and excavation activities. A Soil and Air Monitoring Program, which includes a Health and Safety Plan, is required to prevent significant impacts to humans and the environment during soil disturbance activities. Implementation of Mitigation Measure 4.6.8 will reduce these potential impacts to less than significant levels.	<b>4.6.8</b> Prior to issuance of a grading permit, the project applicant shall submit a Soil and Air Monitoring Program and associated Health and Safety Plan to the City of Long Beach Planning and Building Department and the SCAQMD for review and approval. The program shall be consistent with local, State, and federal regulations and shall encompass all soil-disturbance activities. The Health and Safety Plan shall include the following components:	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures</li> <li>The identification of a site health and safety officer</li> <li>Methods of contact, phone number, office location, and responsibilities of the site health and safety officer</li> <li>Specification that the site health and safety officer will be contacted immediately by the construction contractor should any potentially toxic chemical be detected above the exposure limits or if evidence of soil contamination is encountered during site preparation and construction</li> <li>Specification that DTSC will be notified if evidence of soil contamination is encountered</li> <li>Specification that DTSC will be notified if contaminated groundwater is encountered during excavation activities</li> <li>Specification that an on-site monitor will be present to perform monitoring and/or soil and air sampling during grading, trenching, or cut or fill operations</li> </ul> <p>The Health and Safety Plan shall be provided to all contractors on site. The Health and Safety Plan is required to be amended as needed if different site conditions are encountered by the site health and safety officer.</p>	
<b>Routine Use of Hazardous Materials during Construction.</b> Project construction will involve the routine use of fuels, paints, and solvents. Mitigation Measures 4.6.1 through 4.6.6, and 4.7.1 and 4.7.2 will reduce potential significant hazardous substances impacts associated with demolition, grading, excavation, and construction to less than significant	Refer to Mitigation Measures 4.6.1 through 4.6.6, and 4.7.1 and 4.7.2.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>levels.</p> <p>Potential hazardous materials impacts at the open space site would only relate to the use of routine materials such as fuels, paints, and solvents. As described above, compliance with Mitigation Measures 4.7.1 and 4.7.2 would reduce impacts associated with demolition, grading, excavation, and construction at the proposed open space site to less than significant levels</p>		
<p><b>Operational Use of Hazardous Materials.</b> The proposed Home Depot center would utilize, store, and sell hazardous materials such as solvents, paints, and pesticides. The other commercial/retail buildings and restaurant would use and store household hazardous materials of types and quantities typical of those types of businesses. Implementation of Mitigation Measures 4.6.9 and 4.7.4 will reduce potential impacts regarding use and storage of hazardous materials during operation to less than significant levels.</p> <p>The proposed open space site would be landscaped and would act as an extension of Channel View Park. Potential hazardous materials associated with operation of this site would be the application of pesticides and fertilizers. The open space site would be subject to the same landscaping maintenance best management practices as the existing Channel View Park. No significant impacts would occur.</p>	<p><b>4.6.9</b> Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit a Business Plan including a Hazardous Materials Release Response Plan and Inventory to the Long Beach CUPA for approval and permit. The Business Plan shall include a description of emergency response procedures and coordination with AGS with respect to alarms and public address systems. (See also Mitigation Measure 4.6.4, above.)</p>	Less than significant
<p><b>Hazards Associated with AES Alamitos Electrical Generating Plant.</b> The plant uses a 29 percent ammonium hydroxide solution in its units for air pollution control purposes as well as other hazardous materials in its day-to-day operations, such as lubricating oils, caustics, and oxidizers. Because the project would provide public receptors directly adjacent to the plant, Mitigation Measures 4.6.10 and 4.6.11 will reduce the potential impacts from operations or emergencies at the AES facility to less than significant levels.</p>	<p><b>4.6.10</b> Prior to issuance of certificates of occupancy, the City of Long Beach Health Department and the Long Beach CUPA shall review the existing Business Emergency Plan, Hazardous Materials Release Response Plan and Inventory, and the Risk Management Plan for the AES Alamitos Plant and shall determine whether additional measures/revisions are necessary based on proposed project implementation, consistent with the California Health and Safety Code Section 25500, et seq. The City of Long Beach Police Department shall review the plans to determine whether security for the plant, tanks, and distribution system is in compliance with pertinent regulations.</p> <p><b>4.6.11</b> Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit an Emergency Response and Evacuation</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	Employee Training Program to the Long Beach CUPA for review and approval. The business owner shall conduct drills as required by CUPA and shall submit training documentation as part of the annual review of the Business Plan.	
<b>Emergency Access to AST No. 5.</b> Tank No. 5 and its associated equipment and pipelines would remain on site. There is the potential for the proposed project to inhibit access to these facilities in the event of an emergency. Additionally, pipelines for this distribution system will be relocated. Mitigation Measure 4.6.12 will reduce potential emergency response impacts related to these facilities to less than significant levels.	<b>4.6.12</b> Prior to issuance of certificates of occupancy, the applicant shall submit the updated Hazardous Materials Release Response Plan and Inventory for the Pacific Energy tanks and distribution system to the Long Beach CUPA for review. The CUPA shall determine whether revisions are necessary due to proposed project implementation. The City of Long Beach Fire and Police Departments shall review and approve the proposed project plans, including the pipeline relocation for adequate emergency access and egress procedures.	Less than significant
<b>Elevated Methane Levels During Operations.</b> Methane could occur in elevated concentrations in subsurface soils at the site. The State has specified design features to prevent accumulation of methane in buildings. Implementation of Mitigation Measure 4.6.7 will reduce potential methane impacts with project operation to less than significant levels.	Refer to Mitigation Measure 4.6.7.	Less than significant
<b>Cumulative Hazards and Hazardous Materials Impacts.</b> Implementation of the proposed project would not result in a significant cumulative impact related to hazards and hazardous materials.	No mitigation is required.	Less than significant
<b>4.7: HYDROLOGY AND WATER QUALITY</b>		
<b>Groundwater Supply.</b> Neither the Home Depot project site nor the proposed open space site are located within an area that is used for groundwater. There are no groundwater production wells in the vicinity. Injections wells are being used in the Home Depot project area to limit saltwater intrusion. The removal of existing asphalt on the proposed open space site and replacement with pervious surfaces would increase the potential for groundwater percolation into the soil. Implementation of the proposed project would not result in any impact to groundwater.	No mitigation is required.	Less than significant.
<b>Flooding and Tsunamis.</b> The project site is not located within a 100-year flood hazard area. Additionally, the project site is approximately one mile from the Pacific Ocean and is approximately 10 feet above mean sea level. The site vicinity contains flood control infrastructure to reduce flooding in the area. Therefore, implementation of the proposed Home Depot project would not result in hazards from floods or tsunamis.	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
According to the Phase I Environmental Site Assessment prepared for the open space site, the open space site is not within the 100- or 500-year floodplain. Therefore, no mitigation for impacts to floodplains is required. Therefore, implementation of the open space project component would not result in hazards from floods or tsunamis.		
<p><b>Water Quality During Construction.</b> During construction, the applicant is required to adhere to the General Construction Permit and utilize typical BMPs specifically identified in the SWPPP for the project in order to prevent construction pollutants from contacting storm water and to keep all products of erosion from moving off site into receiving waters. Construction BMPs act as physical barriers to prevent sediment and other construction-related pollutants from leaving a construction site. Implementation of Mitigation Measures 4.7.1 and 4.7.2 will reduce construction-related groundwater impacts to less than significant levels.</p> <p>The open space site would be subjected to the same General Construction Permit and Municipal Code requirements as the proposed Home Depot site. The open space site would be included in the Storm Water Pollution Prevention Plan (SWPPP) for the project and construction best management practices (BMPs) would be implemented as required by Mitigation Measure 4.7.1. With implementation of Mitigation Measure 4.7.1, no significant impacts would occur.</p>	<p><b>4.7.1</b> Prior to issuance of a grading permit, the City of Long Beach shall ensure that construction plans for the project include features meeting the applicable construction activity best management practices (BMPs) and erosion and sediment control BMPs published in the <i>California Stormwater BMP Handbook—Construction Activity</i> or equivalent. The construction contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City that includes the BMP types listed in the handbook or equivalent. The SWPPP shall be prepared by a civil or environmental engineer and will be reviewed and approved by the City Building Official prior to the issuance of any grading or building permits. The SWPP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP shall be kept at the project site.</p> <p>The construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. The construction contractor shall inspect BMP facilities before and after every rainfall event predicted to produce observable runoff and at 24-hour intervals during extended rainfall events, except on days when no ongoing site activity takes place. Prestorm activities will include inspection of the major storm drain grate inlets and examination of other on-site surface flow channels and swales, including the removal of any debris that blocks the flow path. Poststorm activities will include</p>	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	<p>inspection of the grate inlets, for evidence of unpermitted discharges. The construction contractor shall implement corrective actions specified by the City of Long Beach Building Official, as necessary, at the direction of the City of Long Beach Director of Public Works. Inspection records and compliance certification reports shall be submitted to the City of Long Beach Director of Public Works on a monthly basis and shall be maintained for a period of three years. Inspections shall be scheduled monthly during the dry season and weekly during the wet season for the duration of project construction or until all lots and common areas are landscaped.</p> <p><b>4.7.2</b> During demolition, grading, and construction, the construction contractor shall ensure that the project complies with the requirements of the State General Construction Activity National Pollution Discharge Elimination System (NPDES) Permit. Prior to issuance of demolition and grading permits, the construction contractor shall demonstrate to the City of Long Beach that coverage has been obtained under the State General Construction Activity NPDES Permit by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board (SWRCB) and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) number or other proof of filing to the City of Long Beach Building Official.</p>	
<p><b>Shallow Groundwater.</b> Shallow groundwater has been encountered at the Home Depot site during geotechnical investigations and may need to be removed during construction. Discharge of groundwater into storm drains and receiving waters has the potential to significantly impact water quality. Dewatered groundwater from the site may need to be filtered prior to discharge into storm drains. Implementation of Mitigation Measure 4.7.3 will reduce potential shallow groundwater impacts and discharge to less than significant levels.</p>	<p><b>4.7.3</b> Prior to commencement of grading activities, the construction contractor shall determine whether dewatering of groundwater will be necessary during construction of the project. Any dewatering will require compliance with the State General Permit for discharges to land with a low threat to water quality or an individual permit from the Los Angeles RWQCB, consistent with</p>	Less than significant.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	NPDES requirements. Once it receives and reviews the NOI, the RWQCB will decide which permit is applicable and whether sampling is required. A copy of the permit shall be kept at the project site, available for City and/or RWQCB review upon request.	
<b>Runoff During Construction.</b> Construction activity has the potential to produce waste discharge and violate water quality standards. Implementation of Mitigation Measures 4.7.1, 4.7.2, and 4.7.3 will reduce potential runoff impacts to less than significant levels.	Refer to Mitigation Measures 4.7.1, 4.7.2, and 4.7.3.	Less than significant
<b>Water Quality During Operation.</b> Water pollution prevention measures (best management practices) are necessary to prevent adverse impacts to water resources. Implementation of Mitigation Measure 4.7.4 will reduce potential impacts to less than significant levels.  With the project, the open space site would change from an area mostly covered by impervious asphalt to a landscaped area. The increase in pervious area would reduce the amount of runoff from the site and associated pollutant loading and would allow some percolation of water into the soil. The project-level Standard Urban Stormwater Management Plan (SUSMP) for the proposed project will include the BMPs required for the open space site and is subject to review and approval by the City Director of Public Works (Mitigation Measure 4.7.4). With implementation of Mitigation Measure 4.7.4, no significant impacts would occur.	<b>4.7.4</b> Prior to issuance of a building permit, the City of Long Beach Director of Public Works shall review and approve a project Standard Urban Storm Water Mitigation Plan (SUSMP) The project SUSMP shall identify all of the nonstructural and structural BMPs that will be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by addressing typical land use pollutants and pollutants that have impaired Los Cerritos Channel and Reach 1 of the San Gabriel River.	Less than significant
<b>Maintenance of Structural BMPs.</b> Buildup of trash, debris, and sediment may impact the function of structural pollution prevention devices such as vegetated swales and hydrodynamic separator systems. Implementation of Mitigation Measure 4.7.5 will reduce these impacts to less than significant levels.	<b>4.7.5</b> Prior to issuance of a building permit, the City of Long Beach shall, under the direction of the City of Long Beach Director of Public Works, approve a plan to ensure ongoing maintenance for permanent BMPs. This plan shall include a statement from the applicant accepting responsibility for all Structural and Treatment Control BMP maintenance until the time the property is transferred. All future transfers of the property to a private or public owner shall have conditions requiring the recipient to assume responsibility for the maintenance of any structural or Treatment Control BMP. The condition of transfer shall include a provision requiring the property owner to conduct a maintenance inspection at least once a year and	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	retain proof of inspection. In addition, educational materials indicating locations of storm water facilities and how maintenance can be performed shall accompany first deed transfers.	
<p><b>Drainage and Erosion.</b> The project would increase peak flows for the 50-year storm from approximately 17 cubic feet per second (cfs) to 42 cfs. This is due to the increase of impervious area from 29 percent to 88 percent. Implementation of Mitigation Measure 4.7.6 will reduce impacts to drainage and erosion to less than significant levels.</p> <p>The proposed project would reduce runoff from the open space site. The open space site currently drains to the southeast via an asphalt berm. With the project, the existing drainage pattern would be maintained via swales. The proposed project would not increase storm flows from the open space site, would not change the drainage pattern, and would not affect the capacity of existing drainage systems. No significant impacts would occur and no mitigation is required.</p>	<p><b>4.7.6</b> Prior to issuance of a building permit, the City of Long Beach Director of Public Works/City Engineer shall review and approve a final Hydrology Plan. The Hydrology Plan shall include any on-site structures or modifications of existing drainage facilities necessary to accommodate increased runoff resulting from the proposed project and shall indicate project contributions to the regional storm water drainage system. The Hydrology Plan shall show all structural BMPs, consistent with the project SUSMP.</p>	Less than significant
<p><b>Cumulative Water Quality and Hydrology Impacts.</b> The proposed project entails a conversion of land use from industrial to commercial uses. The proposed project includes a series of Source Control and Treatment BMPs that were found to reduce pollutant concentrations using quantitative analysis, when compared to the existing condition. Increases in storm flows were not considered to be significant because they will be contained within an existing drainage system with adequate capacity and erosion control features. Therefore, the project's contribution to cumulative hydrology and water quality impacts is not considered significant.</p> <p>The proposed open space site would provide a beneficial effect to hydrology and water quality at the open space site because it would reduce runoff flows from the site. Therefore no significant cumulative impacts would occur.</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<b>4.8: LAND USE</b>		
<p><b>Physically Divide an Established Community.</b> The project site is currently developed as an oil tank storage facility surrounded by established industrial and residential uses. Implementation of the proposed project would result in the construction of a centrally located commercial shopping center. The project site does not currently connect with or serve as a focal point in the community. As a commercial center, the proposed project will serve community retail needs. Therefore, implementation of the proposed project would not result in the physical division of an established community.</p> <p>The proposed open space site at the corner of 7th Street and Silvera Avenue is currently vacant, asphalt-paved, and surrounded by fencing. Small wooden sheds or “pump” houses are located on the southern parcel and appear to contain equipment related to an underground water pipe traversing the site. The project proposes to construct landscaped open space adjacent to the existing Channel View Park. The project site does not currently connect with or serve as a focal point in the community. As open space, the proposed project will serve community recreation needs. Therefore, implementation of the proposed project would not result in the physical division of an established community.</p>	No mitigation is required.	Less than significant
<p><b>Conflict with any Applicable Habitat Conservation Plan or Natural Community Conservation Plan.</b> The proposed project will not conflict with any habitat conservation plan or natural community conservation plan. There are no such plans applicable to the proposed Home Depot project site or the proposed open space site.</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p><b>Conflict with Applicable Land Use Plans, Policies, or Regulations.</b></p> <p><b>Home Depot Project Site:</b></p> <ul style="list-style-type: none"> <li>• <b>General Plan.</b> The proposed project, a commercial shopping center, is consistent with the current General Plan designation for the site (LUD No. 7), and a General Plan amendment is not required for project implementation.</li> <li>• <b>Local Coastal Program (LCP).</b> The proposed project site is located in the Coastal Zone and is therefore subject to the requirements and limitations of the LCP for the City of Long Beach. As such, the proposed project will require a Local Coastal Development Permit to allow construction and operation of the project.</li> <li>• <b>Zoning Ordinance.</b> As previously stated, the proposed project would require a CUP and standards variances but would otherwise be consistent with the current zoning designation, Planned Development (PD-1).</li> <li>• <b>Citywide Strategic Plan.</b> Long Beach 2010, the Citywide Strategic Plan, includes several goals specific to economic development and business development in the City of Long Beach. The proposed project will serve the needs of local residents, commercial and industrial developers, businesses, and employers in south Long Beach.</li> </ul> <p><b>Open Space Project Site:</b></p> <ul style="list-style-type: none"> <li>• <b>General Plan.</b> The proposed project, a commercial shopping center, is consistent with the current General Plan designation for the site (LUD No. 7), and a General Plan amendment is not required for project implementation.</li> <li>• <b>Local Coastal Plan (LCP).</b> The proposed open space site is not located in the Coastal Zone. However, the proposed project will (as a whole) require the issuance of a Local Coastal Development Permit (LCDP) because the project site at the intersection of Loynes and Studebaker is located in the coastal zone. Mitigation Measure 4.8.1 in DEIR 2005 requires approval of an LCDP prior to project implementation.</li> <li>• <b>Zoning Ordinance.</b> The proposed open space site is located within Subarea 14 of PD-1 (SEADIP). At the time SEADIP was adopted, the project site was thought to be owned by the California Department of Transportation, and the Specific Plan called for Subarea 14 (i.e., the project site at the corner of 7th Street and Silvera Avenue) to be improved as</li> </ul>	<p><b>4.8.1</b> City of Long Beach Planning Commission approvals of the proposed project shall include approval for the Site Plan Review, a Local Coastal Development Permit to allow construction and operation of a retail commercial development in the local coastal zone, a Conditional Use Permit to allow retail trade in Subarea 19 of the PD-1 zoning district (in accordance with the General Industrial Land Use Standards), and Standards Variances for those project-specific design features provided in Chapter 3.0, Project Description. The City of Long Beach Director of Planning and Building shall issue building permits consistent with the Planning Commission's Site Plan Review, Conditional Use Permit, Local Coastal Development Permit, and Standards Variance approvals.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>landscaped open space. The proposed project will result in the conversion of the site at the corner of 7th Street and Silvera Avenue to public open space in accordance with SEADIP and the provisions of the City of Long Beach Zoning Ordinance. The proposed project does not require a zone change, and no mitigation is required.</p> <ul style="list-style-type: none"> <li>• <b>Citywide Strategic Plan.</b> Long Beach 2010, the Citywide Strategic Plan, includes several goals specific to economic development and business development in the City of Long Beach. Although the proposed open space area does not directly support economic development, it is part of a larger project that will allow commercial development of currently underutilized land.</li> </ul>		
<p><b>Conflict with Existing On-Site and Adjacent Land Uses.</b> Land use incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, air pollution (including odor), or activity level, or substantial incongruity and conflict (physical and visual) with adjacent land uses. The incongruity between land uses adjoining the Home Depot project site does not lead to conflict. Significant setbacks and project design sensitive to the industrial land uses adjacent to the site minimize potential land use conflicts. Project setbacks, landscaping, and design, as well as the distance between residential areas and the proposed project site (approximately 550 feet), also ensure that potential impacts to residential uses west of the Los Cerritos Channel are minimized. Specific impacts and mitigation measures are discussed in detail in the applicable sections of Chapter 4: Section 4.1, Aesthetics, Section 4.2, Air Quality, Section 4.9, Noise, and Section 4.11, Traffic and Circulation. No additional mitigation is required.</p> <p>The proposed open space site is surrounded by residential uses, open space, and an educational facility. Landscaping of the 1.37-acre site at the corner of 7th Street and Silvera Avenue will not result in substantial incongruity or conflict with adjacent uses. The proposed project will landscape current vacant land, effectively extending Channel View Park in the area adjacent to Kettering Elementary. There are no odors, traffic increases, aesthetic features, or noise impacts related to the proposed open space area that would conflict with existing adjacent land uses.</p>	<p>Refer to: Section 4.1, Aesthetics; Section 4.2, Air Quality; Section 4.9, Noise and; Section 4.11, Traffic and Circulation.</p>	<p>Less than significant</p>
<p><b>Cumulative Land Use Impacts.</b> The proposed project will not contribute to a pattern of development that adversely impacts adjacent land uses or conflicts with existing or planned development. Proposed on- and off-site improvements are consistent with the long-range planning goals of the</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
governing plans and policies for the surrounding area.  There are no incompatibilities between the proposed project and planned future projects. Therefore, the contribution of the proposed project to potential cumulative land use compatibility impacts (aesthetics, noise, air quality, odors, and traffic and circulation) in the study area is considered less than significant.		
<b>4.9: NOISE</b>		
<b>Off-Site Traffic Noise.</b> Implementation of the proposed project has the potential to result in long-term traffic and stationary noise impacts; however, analysis shows that there is very little change in the traffic noise levels associated with implementation of the project; all areas would increase less than 1.0 dBA. As changes in noise levels of three dBA or less are not perceptible to the human ear in an outdoor environment, these noise level increases would be considered less than significant. No mitigation measures are required.  The proposed open space site would generate few vehicle trips and would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. Therefore, no mitigation measures are required for long-term on-site and off-site uses.	No mitigation is required.	Less than significant
<b>On-Site Traffic Noise.</b> The only on-site sensitive outdoor area planned for the proposed project area would be an outdoor eating area associated with a proposed restaurant. This eating area would be approximately 200 feet from the centerline of Studebaker Road, with a noise level of approximately 65 dBA. This exceeds the City's thresholds and would be a significant impact if not mitigated. Implementation of Mitigation Measure 4.9.1 would reduce impacts to less than significant levels.  The proposed open space site would generate few additional daily vehicle trips and would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. Therefore, no mitigation measures are required for long-term on-site and off-site uses.	<b>4.9.1</b> At the time of Plan Check, the City of Long Beach Zoning Administrator shall verify that project plans include a six-foot concrete block or Plexiglas wall between Studebaker Road and any project outdoor eating areas (adjacent to Studebaker Road).	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<b>On-Site Stationary Noise Sources.</b> <ul style="list-style-type: none"> <li>On-site noise generators include loading/unloading activities in the rear of the home improvement warehouse. The closest distance between the loading dock to the residences west of Studebaker Road is 1,750 feet. A four-foot-high wing wall would extend approximately 75 feet east from the building to screen the loading area. The noise level with loading/unloading activities is expected to be 34 dBA, lower than the traffic noise on Studebaker Road. No impact is anticipated, and no mitigation is required.</li> <li>The proposed Garden Center will be located at least 1,600 feet from the nearest residences. This distance will lessen the effects of noise impacts associated with the Garden Center. No impact is anticipated, and no mitigation is required.</li> <li>The proposed commercial/retail buildings along Studebaker Road near Loynes Drive would be located along the western side of the site, with the closest residences approximately 600 feet away. The anticipated loading/unloading activities associated with these buildings is anticipated to be lower than traffic noise on Studebaker Road and below the nighttime level established by the City. No impact is anticipated, and no mitigation is required.</li> <li>Parking would be located throughout the site. The front parking area adjacent to Studebaker Road is more than 600 feet from the nearest residences to the west. At this distance, the level of parking noise is lower than that of the traffic on area roads or the loading/unloading activities discussed above. No impact is anticipated, and no mitigation is required.</li> <li>Other proposed site improvements, including construction of trash and palette enclosures, are proposed in the rear of the Home Depot building. Noise associated with these activities would not be any greater than noise levels associated with loading/unloading activities and would not affect off-site users. No impact is anticipated, and no mitigation is required.</li> <li>The proposed open space site would generate few vehicle trips and would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. Therefore, no mitigation measures are required for long-term on-site and off-site uses.</li> </ul>	No mitigation is required.	Less than significant
<b>Construction Noise.</b> Short-term noise impacts associated with construction activities include the transportation of construction equipment, materials, and construction crews to the site. This would incrementally increase noise levels on access roads leading to the site. Additionally, short-term noise	<b>4.9.2</b> Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and on federal holidays; and 9:00 a.m. to 6:00 p.m. on Saturdays. In accordance with the City of Long	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>impacts related to excavation, grading, and construction will be generated on site. While the main construction on the Home Depot project will be concentrated approximately 800 feet from the nearest residences, implementation of Mitigation Measure 4.9.2 will reduce impacts to less than significant levels.</p> <p>There are existing school facilities within 50 feet of the open space site project boundary that would be subject to noise levels of 91 dBA <math>L_{max}</math> from construction of the proposed project. However, construction of the project would not significantly affect land uses adjacent to the project site with implementation of Mitigation Measure 4.9.2 (DEIR 2005).</p>	<p>Beach's standards, no construction activities are permitted outside of these hours, and no construction is permitted on Sundays without a special work permit. At the time of plan check, prior to issuance of grading and building permits, the City of Long Beach Zoning Administrator shall verify that construction hour limitations are noted on building and grading plans.</p>	
<p><b>Cumulative Noise Impacts.</b> Construction and on-site operations are point sources of noise and would not contribute to off-site cumulative noise impacts from other planned and future projects. Project-related traffic would contribute to cumulative traffic noise impacts in the vicinity of the project site, but sound levels will not increase by more than 3 dBA from their corresponding existing levels, resulting in a less than significant impact.</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<b>4.10: PUBLIC SERVICES AND UTILITIES</b>		
<p><b>Service Ratios, Response Times, or Other Performance Objectives.</b></p> <p><b>Fire Protection.</b> The project will increase the number of on-site visitors and employees, which can result in an increase in calls for emergency fire and medical services. The project will comply with all LBFD and CFC requirements, including access, placement of fire hydrants, and the use of sprinkler and standpipe systems. Impacts to emergency response times are not anticipated. The City of Long Beach Fire Department already has response times that exceed Department goals, and project implementation will remain unchanged in terms of service delivery. The proposed open space area is not expected to significantly impact emergency response times or calls for service and will not result in a significant impact to fire protection services in the City of Long Beach. The proposed project will not require 10 or more additional personnel to maintain acceptable service ratios, response times, or other performance objectives. No significant impacts to fire protection are anticipated.</p> <p><b>Law Enforcement.</b> The proposed project does not include residential development that would generate additional population. However, the project may generate approximately 316 employees. The nature of the proposed project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services, and there is some concern about increases in theft, burglaries, and other</p>	<p><b>4.10.3</b> The project applicant shall submit a Security Plan for the review and approval of the City of Long Beach Chief of Police and the City of Long Beach Director of Planning and Building prior to the issuance of any building permits. The Security Plan shall incorporate Crime Prevention Through Environmental Design (CPTED) principles and other crime-prevention features that shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Interior and exterior security lighting</li> <li>• Alarm systems</li> <li>• Locking doors for all employee locations</li> <li>• Use of vines and other landscaping to discourage graffiti and unauthorized access</li> <li>• Bonded security guards</li> <li>• "No Loitering" signs posted at various locations throughout the project site</li> </ul>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>property-related crimes on site related to the additional patrons and increased opportunities for commercial patrons and employees to pose as targets. This increase may generate additional calls for police services. Although the Police Department does not expect existing response times to change with project implementation, the existing response time in the City is 5.2 minutes, which is 0.2 minute below the goal of 5 minutes. Mitigation Measure 4.10.3 requires the implementation of a Security Plan to reduce project impacts on police service to less than significant levels. The proposed open space site is not expected to significantly impact police response times or calls for service and will not result in a significant impact to police protection services in the City of Long Beach.</p>	<ul style="list-style-type: none"> <li>Surveillance cameras for each business and all on-site parking areas</li> <li>Surveillance cameras located on site that are capable of thoroughly monitoring Channel View Park, the Vista Street/Loynes Drive intersection, and the Vista Street/Silvera Avenue intersection.</li> </ul> <p>All surveillance cameras shall continuously monitor all on-site and off-site locations on a 24-hour basis, and all surveillance camera video recording equipment shall have a minimum continuous two-week capacity to the satisfaction of the City of Long Beach Chief of Police. The City of Long Beach Director of Planning and Building shall verify inclusion of all required physical public safety improvements prior to issuance of any building permits. All physical requirements in the approved Security Plan shall be installed and fully operational prior to issuance of any Certificate of Occupancy.</p>	
<p><b>Demand for Electricity and Natural Gas.</b></p> <ul style="list-style-type: none"> <li><b>Natural Gas.</b> The supply and distribution of natural gas within the area surrounding the project site will not be reduced or inhibited as a result of project implementation, and levels of service to off-site users will not be adversely affected. Project compliance with Title 24 standards will further reduce any potential impacts on natural gas resources. Substantial adverse impacts related to the provision of natural gas services to the Home Depot project site will not occur, and the proposed project will not result in the use of substantial amounts of natural gas. The proposed open space area will not require gas service and will not change the estimated project demand for gas services. Therefore, no significant impacts to local or regional supplies of natural gas will occur as a result of the proposed project.</li> <li><b>Electricity.</b> The proposed project includes the construction and installation of a new on-site electricity distribution system that will connect to existing overhead transmission facilities on Studebaker Road and along the southern project boundary. The proposed open space site will connect to the existing electrical distribution system under 7th Street. Demand for electricity on the proposed open space site would be minimal because electricity would only be required for path lighting from dusk to dawn. The supply and distribution of electricity to the project site will not disrupt</li> </ul>	<p>No mitigation is required..</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
power to the surrounding area or adversely affect service levels. Impacts will be less than significant.		
<b>Water Entitlements/Water Supplies.</b> The proposed project includes the replacement of existing on-site infrastructure and provides connections to existing water mains under Studebaker Road. New water lines will be constructed. The proposed open space site will connect to an existing water main under 7th Street. A temporary, short-term increased demand for water may occur during project construction. These demands are approximately 2,660 gallons per acre per day and are not expected to have any adverse impacts on existing water systems or supplies. In addition, there may be a long-term increase in demand for landscaping and operations upon project completion. Based on consultation with the LBWD, the project will not necessitate new or expanded water entitlements. Additionally, private on-site water systems will be designed and constructed to provide adequate water service. Impacts related to water usage and supplies will be less than significant.	No mitigation is required.	Less than significant
<b>Water or Wastewater Treatment Facilities/Wastewater Treatment Capacity.</b> The project will generate approximately 10,000 gallons of wastewater per day. A new private sewer system will be installed on site in accordance with the LBWD and the City's building and planning standards. Project-generated wastewater will not exceed the existing capacity of the sewer delivery system or the existing capacity of the JWPCP. Therefore, the proposed project will not require the construction of new or expanded wastewater treatment facilities. Project impacts related to the provision of wastewater treatment services are considered less than significant. Payment of a connection fee will be required before a permit to connect to existing facilities is issued. In addition, the project will be required to comply with all City of Long Beach, LBWD, and LACSD requirements for design and construction of new sewer infrastructure.  The proposed open space area at the intersection of 7th Street and Silvera Avenue will not require sewer services and will not increase estimated wastewater flows for the proposed project.	No mitigation is required.	Less than significant
<b>Landfill Capacity and Federal, State, and Local Statutes and Regulations Related to Solid Waste.</b> Given the percentage increase of solid waste disposal as a result of project implementation, the regional landfills and SERRF have sufficient short-term capacity to accommodate the additional demand for solid waste disposal facilities.  Additionally, California State Assembly Bill (AB) 939 requires that every	<b>4.10.1</b> A Solid Waste Management Plan for the proposed project shall be developed and submitted to the City of Long Beach Environmental Services Bureau for review and approval prior to issuance of grading permits. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>city and county implement programs to achieve a 50 percent reduction in solid waste taken to landfills. The proposed development will be required to incorporate storage and collection of recyclable materials into the project design and include provisions for the collection of recyclables in refuse collection contracts. Mitigation Measures 4.10.1 and 4.10.2 will assist the City in meeting its reduction goals and will reduce impacts from solid waste to less than significant levels.</p> <p>Solid waste generation resulting from operation of the open space area at the corner of 7th Street and Silvera Avenue would be minimal; uses do not include waste- generating uses other than grass and plant clippings. Debris from construction and demolition on the open space area will be disposed of at unclassified landfills, which have sufficient capacity to accept waste of this type.</p>	<p>consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and AB 939.</p> <p><b>4.10.2</b> Prior to issuance of building permits, the City of Long Beach Director of Planning and Building shall verify that adequate storage space for the collection and loading of recyclable materials has been included in the design of buildings as well as waste collection points throughout the project site to encourage recycling.</p>	
<p><b>Cumulative Public Services and Utilities Impacts.</b> The proposed project will contribute to an existing deficiency related to solid waste disposal capacity in Los Angeles County. For CEQA purposes, the project's impacts on solid waste disposal capacity in Los Angeles County remain significant until the Mesquite Regional Landfill or the Eagle Mountain Landfill become fully operational and able to accept waste-by-rail from Los Angeles County. Mitigation Measures 4.10.1 and 4.10.2 will assist the City in its effort to meet waste-reduction goals; however, even with recycling, additional regional long-term disposal capacity is needed to accommodate new developments. Due to the existing deficiency in long-term waste disposal capacity, cumulative solid waste project impacts will remain significant. All other potential cumulative impacts related to public services and utilities are less than significant.</p>	<p>No mitigation is feasible</p>	<p>Significant and adverse.</p>
<b>4.11: TRANSPORTATION AND CIRCULATION</b>		
<p><b>Air Traffic.</b> The Long Beach Municipal Airport is located approximately three and one-half miles northwest of the project site, and the Los Alamitos Reserve Air Station is approximately two miles northeast of the site. Neither the proposed project site nor the proposed open space site are not located within an aircraft flight path, the Airport Safety Zone, or current adopted noise contours. The proposed project is not anticipated to result in a change in air traffic patterns or to be impacted by the existing airports. Impacts are anticipated to be less than significant, and no mitigation is required.</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>
<p><b>Hazards and Emergency Access.</b> Access to the proposed project would be</p>	<p>No mitigation is required.</p>	<p>Less than significant</p>

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>provided via two right-turn in/out access driveways on Studebaker Road and at the signalized intersection of Studebaker Road/Loynes Drive. The north driveway on Studebaker Road would primarily be used by vehicles destined for the north retail pad and is not anticipated to experience a high inbound demand. The south driveway would be primarily used for vehicles destined for the restaurant and retail pads. The project provides driveway aisles of 24 feet or greater, which meet City standards. In addition, all project driveway widths and parking stall widths satisfy the City's minimum requirements. Therefore, impacts to emergency access will be less than significant, and no mitigation is required.</p> <p>Pedestrians and bicyclists would be able to access the proposed open space site from the corner of 7th Street and Silvera Avenue and from the east via an access walk connected to Channel View Park. Vehicular access to the site would be limited to maintenance vehicles accessing the County Flood Control Easement area. Maintenance vehicles will access the site from Silvera Avenue (where the existing access point is located). Emergency vehicles would be able to access the site along its frontage on 7th Street and at pedestrian and maintenance vehicle access points. Therefore, any impacts to emergency access associated with the proposed project will be less than significant, and no mitigation would be required.</p>		
<p><b>Neighborhood Street Impact.</b> With the implementation of the proposed project, drivers could potentially "cut through" the neighborhood from 7th Street to access the project site at Studebaker Road and Loynes Drive. As discussed in Section 4.11, a quantitative analysis indicates that these possible "cut through" routes do not appear to be a reasonable or faster route to the project site. Site access via major arterials such as 7th Street and Studebaker Road are designed to accommodate heavy traffic flows and high speeds with fewer stop-controlled intersections. It is anticipated that vehicles traveling along surrounding residential streets would likely be confined to local resident use. The proposed open space site is not expected to contribute significant traffic that would cut through the neighborhood. Therefore, the potential for "cut through" traffic would be less than significant, and no mitigation is required.</p>	No mitigation is required.	Less than significant
<p><b>Parking.</b> As discussed in Section 4.11, the City's minimum parking requirement for a commercial shopping center the size of the proposed project is 727 spaces. The proposed project would provide 742 total parking spaces on site, which exceeds the City's requirement. Therefore, no impacts are anticipated, and no mitigation is required.</p>	No mitigation is required.	Less than significant

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
As permitted in the City of Long Beach Zoning Code (§21.41.222), the proposed Home Depot project site, located less than 550 feet from Channel View Park, will provide the required vehicular parking and staging areas for bicyclists wishing to access the greenway and proposed open space area at the intersection of 7th Street and Silvera Avenue. Therefore, there would be no impact related to parking capacity, and no mitigation would be required.		
<b>Congestion Management Program.</b> As discussed throughout Section 4.11, new development projects are required to analyze potential impacts on Congestion Management Program (CMP) monitoring locations. The two CMP intersections analyzed operate at unsatisfactory levels of service in the a.m. and p.m. peak hours during cumulative baseline conditions. However, the project does not significantly impact the CMP intersections by 2 percent of the capacity and the proposed open space would not generate additional traffic. Therefore, no impacts are anticipated, and no mitigation is required.	No mitigation is required.	Less than significant
<b>Alternative Transportation.</b> Due to low estimated project-related transit patronage, it is anticipated that the existing transit services within the project area would be able to accommodate the project-generated transit trips. The project's impact on transit services will be less than significant, and no mitigation is required.	No mitigation is required.	Less than significant
<b>Construction Traffic.</b> Construction activities associated with the development of the proposed project will include a temporary increase in traffic activities and possible delays. Construction vehicles are anticipated to use State Route (SR) 22 to access the project sites, which would minimize traffic impacts to adjacent roadway networks. Mitigation Measure 4.11.1 would minimize impacts to less than significant levels.	<b>4.11.1</b> Prior to the issuance of a grading permit, the project applicant shall, under the direction of the City of Long Beach Traffic Engineer, design and implement a construction area Traffic Management Plan. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, off-site vehicle staging areas, and parking areas for the project. The plan shall also require project contractors to keep all haul routes clean and free of debris including but not limited to gravel and dirt.	Less than significant
<b>Level of Service.</b> Implementation of the proposed project has the potential to impact the Level of Service at several intersections near the project vicinity. <ul style="list-style-type: none"> <li><b>Studebaker Road/SR-22 westbound ramps.</b> Currently, Caltrans has no plans to improve the Studebaker/SR-22 ramps, and doing so would</li> </ul>	<b>4.11.2 Studebaker Road/2nd Street.</b> Prior to issuance of any Certificates of Occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall convert the existing westbound right-turn lane into a through	<b>Studebaker Road/SR-22 westbound ramps:</b> Significant and adverse

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
<p>potentially encroach into the Los Cerritos Channel. There are no feasible improvements that would mitigate the project's impact on this facility.</p> <ul style="list-style-type: none"> <li>• <b>Studebaker Road/2nd Street.</b> Regarding the provision of a shared through-right-turn lane on westbound 2nd Street, the Boeing Specific Plan Traffic Impact Analysis recommended a fair-share contribution of 85 percent for this improvement, but no there is no formal commitment. Therefore, implementation of Mitigation Measure 4.11.2 would reduce the weekday impact at this intersection to less than significant levels.</li> <li>• <b>Studebaker Road/Loynes Drive.</b> Project design features are included to reduce the impact to a less than significant level. Since these features are required to mitigate a significant impact associated with the proposed project, Mitigation Measure 4.11.3 includes these features and therefore reduces the weekday impact to a less than significant level.</li> <li>• <b>Pacific Coast Highway/7th Street and Pacific Coast Highway/2nd Street.</b> According to the traffic analysis, with implementation of the proposed project, these intersections would continue to operate at unsatisfactory levels of service in the weekend midday peak hours. However, due to right-of-way constraints at both intersections, there are no feasible improvements that would mitigate the project's impacts. Therefore, the proposed project creates a significant, unavoidable impact at these intersections during the weekend period.</li> </ul> <p>The proposed open space site does not meet the ITE Manual definition of a City Park. The proposed passive open space use is not expected to generate traffic. Because the proposed open space site at the intersection of 7th Street and Silvera would not generate additional traffic, the LOS at study area intersections would not change during the weekday and weekend peak hours as a result of this project component.</p>	<p>lane and shall construct an exclusive westbound right-turn lane with a raised island that allows a "free right turn" from westbound 2nd Street to northbound Studebaker Road into the newly striped third through lane, with reimbursement if possible, according to the Boeing Specific Plan's fair-share commitment.</p> <p><b>4.11.3 Studebaker Road/Loynes Drive.</b> Prior to issuance of any certificates of occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall complete the following:</p> <ul style="list-style-type: none"> <li>• Provide one westbound left-turn lane, one westbound through lane, and one westbound right-turn lane at the project driveway at the Studebaker Road/Loynes Drive intersection and two receiving lanes into the project site. In addition, a northbound right-turn lane and a southbound left-turn lane shall be constructed. The inside eastbound right-turn lane shall be converted to an eastbound through lane for vehicles entering the project site.</li> <li>• Change the traffic signal phasing for the northbound and southbound left-turn movements at Studebaker Road/Loynes Drive to protected-permissive turn movements.</li> <li>• Restripe northbound and southbound Studebaker Road (36 feet wide) between 2nd Street and the SR-22 eastbound ramps to provide three (12-foot-wide) through lanes. The third northbound through lane will terminate at the northbound right-turn lane at the SR-22 eastbound ramps. The third southbound through lane will terminate at the 2nd Street intersection. Any encroachment into State right-of-way will require review and approval by Caltrans.</li> </ul> <p><b>4.11.4</b> Prior to issuance of any certificates of</p>	<p><b>Studebaker Road/2nd Street:</b> Less than significant</p> <p><b>Studebaker Road/Loynes Drive:</b> Less than significant</p> <p><b>Pacific Coast Highway/7th Street/2nd Street:</b> Significant and adverse</p>

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	<p>occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, install traffic signal interconnect along Studebaker Road from 2nd Street to the SR-22 westbound ramp signal. This will allow vehicles from 2nd Street to have progressive flow to the freeway on-ramp on Studebaker Road.</p> <p><b>4.11.5</b> Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement new traffic signal coordination timing for Studebaker Road for both weekday and weekend traffic conditions. This will provide signal coordination utilizing the new interconnect described above.</p> <p><b>4.11.6</b> Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect. This should reduce delay and queuing at PCH/2nd Street.</p> <p><b>4.11.7</b> Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new coordination timing along PCH between Studebaker Road and 7th Street for both weekday and weekend traffic conditions.</p> <p><b>4.11.8</b> Prior to issuance of any certificates of occupancy, the applicant shall reconstruct the two traffic signals at Studebaker Road and SR-22/7th Street ramps in accordance with current traffic signal design standards, subject to the approval of the City Traffic Engineer and Caltrans.</p> <p><b>4.11.9</b> Prior to issuance of any certificates of occupancy, the applicant shall upgrade all 8-inch</p>	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	traffic signal indications to 12-inch LED indications for the five intersections along 7th Street between and including East Campus Drive and Pacific Coast Highway.	
<p><b>Cumulative Traffic Impacts.</b> To determine the 2006 plus project condition (i.e., cumulative plus project condition), traffic generated by the proposed project, cumulative projects, and an ambient growth factor were added to existing traffic volumes at the study area intersections. Five study area intersections are forecast to operate at an unacceptable LOS (LOS E or F) in the p.m. peak hour for both the 2006 conditions and the 2006 Plus Project Conditions. Three intersections are forecast to operate an unacceptable LOS in the a.m. peak-hour for both 2006 conditions and 2006 Plus Project Conditions. Implementation of the proposed project would cause a significant ICU increase of 0.02 to the following intersections:</p> <ul style="list-style-type: none"> <li>• Studebaker Road/SR-22 westbound ramps: increase in LOS F during the p.m. peak hour</li> <li>• Studebaker Road/2nd Street: increase from LOS E to LOS F during the p.m. peak hour</li> </ul> <p>Additional analysis provided in Chapter 6.0 of this Recirculated Draft EIR also shows that with the addition of traffic from the proposed Seaport Marina project, a significant cumulative impact also results at the Studebaker Road/SR-22 eastbound ramps.</p> <p>These impacts would not be exacerbated by the proposed open space site, because the proposed open space at the intersection of 7th Street and Silvera would not generate additional traffic.</p> <p>Impacts to the intersection of Studebaker Road/2nd Street can be mitigated to a less than significant level with implementation of Mitigation Measure 4.11.2. Impacts to the Studebaker Road/SR-22 east- and west- bound ramps cannot be mitigated to less than significant levels. Any improvements to these ramps would require encroachment into the Los Cerritos Channel immediately adjacent and parallel to Studebaker Road. In addition, Caltrans has no plans to improve this facility. As such, there are no feasible improvements at this location that would mitigate the project's impact and the project would contribute a significant unavoidable impact at these intersections.</p>	Refer to Mitigation Measures 4.11.2 through 4.11.9, above.	<p><b>Studebaker Road/2nd Street:</b> Less than significant</p> <p><b>Studebaker Road/SR-22 westbound ramps:</b> Significant and adverse</p> <p><b>Studebaker Road/SR-22 eastbound ramps:</b> Significant and adverse</p>

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## **2.0 INTRODUCTION**

### **2.1 INTRODUCTION**

This Recirculated Draft Environmental Impact Report (EIR) has been prepared to evaluate specific environmental impacts associated with refinements to elements of the proposed East Long Beach Home Depot (proposed project). This document is considered a partially Recirculated EIR because it includes information and analyses updated since a Draft EIR was circulated for this project in May 2005. For purposes of clarity and distinction, this document will be referred to as the Recirculated Draft EIR, and the previously circulated Draft EIR will be referred to as DEIR 2005.

After circulation of DEIR 2005, changes were made to elements of the proposed project that required additional analysis pursuant to State CEQA Guidelines. This document, the Recirculated Draft EIR, contains a revised project description section, and additional environmental analysis for the proposed project. Two impact sections of DEIR 2005 have been revised and are being recirculated for public review in their entirety, the Hazards and Hazardous Materials section, and the Public Services and Utilities section. Additional new or updated information is included for the proposed off-site open space (Chapter 5.0) and for other CEQA topics (Chapter 6.0).

This introduction contains a brief summary of conclusions from DEIR 2005; information regarding documents cited in the Recirculated Draft EIR and their availability for public review; the opportunity for interested agencies, organizations, and individuals to comment on this document; and organization of the document.

### **Background**

On August 18, 2003, Studebaker LB, LLC, submitted an application to the City of Long Beach for Conceptual Site Plan Review. The proposed project was assigned a case number and submitted to the Technical Advisory Committee (TAC) for review and comments. TAC review is a service provided by the City of Long Beach for applicants to facilitate the processing of approvals required by various City departments. Typically, representatives of various City departments meet with the applicant in an informal setting and identify issues about the project to be addressed. The City of Long Beach TAC reviewed the East Long Beach Home Depot conceptual site plan at its August 27, 2003, meeting and submitted written comments to the applicant. Comments on the conceptual site plan were provided by the Long Beach Water Department, the Long Beach Police Department, the Department of Public Works, the Department of Planning and Zoning, the Department of Building and Safety, and the Fire Department.

Project development plans were subsequently revised to address TAC review comments. The revised project development plans were submitted for subsequent TAC review on February 9, 2005.

On January 5, 2004, Studebaker LB, LLC, submitted an Application for Preliminary Environmental Assessment to the City of Long Beach, which initiated the California Environmental Quality Act of

1970 (CEQA) process. An Initial Study prepared by the City of Long Beach indicated that the proposed project may have a significant effect on the environment and that an EIR would be required to more fully evaluate potential adverse environmental impacts that may result from development of the project.

As a result, DEIR 2005 was prepared in accordance with CEQA, as amended (Public Resources Code Section 21000, et seq.), and the State CEQA Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Section 15000 et seq.). DEIR 2005 also complied with the procedures established by the City of Long Beach for implementation of CEQA.

DEIR 2005 was completed and circulated for public review in May 2005. The public comment period ended on June 15, 2005. The City of Long Beach received approximately 150 comment letters.

A Lead Agency is required to recirculate an EIR when significant new information is added to the document after public notice is given of the availability of the Draft EIR for public review (in accordance with CEQA Guidelines Section 15087) but before certification. As used in Section 15088.5 of the State CEQA Guidelines, the term “information” can include changes in the project or environmental setting, as well as additional data or other information. New information is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponent has declined to implement. According to Section 15088.5(c), the Lead Agency need only recirculate the chapters or portions of the document that have been modified if the revisions are limited to a few chapters or portions of the EIR.

The City of Long Beach is the Lead Agency with authority to prepare this Recirculated Draft EIR and, after completion of the public comment/response process, is the Certifying Agency for the Final EIR. This Recirculated Draft EIR is intended to serve as an informational document to be made available for public review and considered by the City of Long Beach and the Responsible Agencies during deliberations on the proposed project. The project approvals associated with the proposed project are described in Chapter 3.0, Project Description.

Questions and comments regarding the preparation of this document and City review of the project should be referred to the following:

City of Long Beach  
Department of Planning and Building  
333 West Ocean Boulevard, 7th Floor  
Long Beach, California 90802  
Attention: Ms. Angela Reynolds, Environmental Officer  
(562) 570-6357

## **2.2 PURPOSE AND TYPE OF EIR/INTENDED USES OF THIS EIR**

The purpose of this partially Recirculated Draft EIR is to inform decision makers and the general public of any significant adverse environmental effects associated with the proposed changes to the project and to identify appropriate and feasible mitigation measures and alternatives that may be

adopted to minimize or eliminate any significant project or cumulative effects. This document is intended to be used together with DEIR 2005, which contains an evaluation of reasonable alternatives to the proposed project, including (1) No Development/No Build Alternative; (2) Reduced Project Alternative; (3) Existing Zoning Alternative/Warehouse; (4) Existing Zoning/Light Industrial; and (5) off-site alternatives.

The analytical approach used in this Draft Recirculated EIR is consistent with Sections 15161 and 15088.5(c) of the State CEQA Guidelines. As a "Project EIR," this Draft Recirculated EIR focuses primarily on the changes in the environment that would result from transition of the project site in its current condition to development and operation of the proposed project. As a partially Recirculated EIR, only those sections that require revision are being recirculated for public review.

## **2.3 COMMENTING ON THE RECIRCULATED DRAFT EIR**

This Recirculated Draft EIR will be circulated for public comment for a period of 45 days. The City of Long Beach is requesting that reviewers limit their comments to the revised chapters or portions of the Recirculated EIR, consistent with the provisions of State CEQA Guidelines Section 15088.5 (f)(2). Specifically, the City of Long Beach need only respond to (1) comments received during the initial circulation period for DEIR 2005 that related to chapters or portions of the document that were not revised and recirculated, and (2) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. Therefore, agencies, organizations, and individuals who wish to comment on this document should limit their comments to the revised chapters or portions of this Recirculated Draft EIR and the analysis contained herein.

Commentators should be aware of the differences between the project description in the previously-circulated DEIR (DEIR 2005) and this Draft Recirculated EIR. Please refer to Chapter 3.0 of this document for a revised project description.

All comment letters should be sent to the attention of Angela Reynolds, Environmental Officer, City of Long Beach, at the address provided above.

## **2.4 INITIAL STUDY, NOTICE OF PREPARATION, DEIR 2005, AND AREAS OF CONTROVERSY**

On March 19, 2004, a Notice of Preparation (NOP) for the proposed project was distributed by the City of Long Beach via the State Clearinghouse. The State of California Clearinghouse issued a project number for the EIR (SCH No. 2004031093). In accordance with State CEQA Guidelines, Section 15082, the NOP was circulated to the agencies and individuals listed in Appendix A of DEIR 2005 for a period of 30 days, during which time written comments were solicited pertaining to environmental issues/topics that the Draft EIR should evaluate. Residents of the City of Long Beach requested and were granted a 15-day extension on the comment period; the extended comment period closed on May 5, 2004. Responses to the NOP were received from the following agencies:

- City of Long Beach Departments
  - Long Beach Energy

- Long Beach Police Department
- Long Beach Fire Department
- United States Department of the Interior, Fish and Wildlife Service
- California Department of Conservation
- California Department of Fish and Game
- County Sanitation Districts of Los Angeles
- County of Los Angeles Fire Department
- County of Los Angeles Department of Public Works
- South Coast Air Quality Management District
- Orange County Transportation Authority
- Greater Los Angeles County Vector Control District
- Southern California Edison
- City of Seal Beach

The City of Long Beach held a public scoping meeting on April 7, 2004, to present the proposed project and to solicit input from interested individuals regarding environmental issues that should be addressed in this Draft EIR. Key environmental issues and concerns raised at the scoping meeting included: (1) potential traffic impacts on Studebaker Road and Loynes Drive; (2) potential safety issues resulting from proximity to residential neighborhoods and schools; (3) potential impacts to the nearby Los Cerritos Wetlands; (4) potential health risks associated with increased emissions from vehicular traffic; and (5) potential quality-of-life issues related to possible noise from operation of the commercial center.

DEIR 2005 addressed each of these areas of concern or controversy in detail, examined project-related and cumulative environmental impacts, identified significant adverse environmental impacts, and proposed mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A of DEIR 2005 includes the NOP, a summary of the verbal comments from the scoping meeting, and copies of written comments received.

### **Significant Impacts**

DEIR 2005 concluded that the proposed project would result in significant unavoidable adverse impacts related to air quality, solid waste disposal capacity in Los Angeles County, and traffic and circulation. Chapter 8.0 of DEIR 2005 provides a detailed summary of the impacts that are considered significant and unavoidable after all mitigation is applied. These impacts are also described in detail in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, and Impacts and Mitigation Measures of DEIR 2005. A brief description of each significant unavoidable impact is provided below.

**Air Quality.** Construction air quality impacts related to construction equipment/vehicle emissions during demolition and grading periods and fugitive dust will remain significant and adverse even with implementation of mitigation measures and compliance with applicable rules and regulations.

The proposed project will also result in long-term air emissions associated with stationary sources (i.e., resulting from natural gas consumption) and mobile sources (e.g., vehicular traffic). Emissions from the project-related mobile sources would exceed carbon monoxide (CO), reactive organic compounds (ROC), and nitrogen oxide (NO<sub>x</sub>) thresholds based on emission factors for 2004. Implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.

Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status in the South Coast Air Basin (Basin). Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

**Public Services and Utilities.** Due to the existing deficiency in long-term waste disposal capacity at waste disposal facilities in Los Angeles County, cumulative project impacts associated with solid waste disposal capacity at Class III landfills will remain significant and unavoidable. In August 2000, the LACSD entered into purchase agreements for two landfills outside of Los Angeles County. The Mesquite Regional Landfill is fully permitted to accept residual waste by rail, and the Sanitation Districts expect the landfill to be in operation by the end of 2008. The Eagle Mountain Landfill is fully permitted to receive waste; however, the purchase of the Eagle Mountain Landfill by the Sanitation Districts and its eventual operation is contingent upon successful resolution of pending federal litigation. For CEQA purposes, the project's impacts on solid waste disposal capacity in Los Angeles County remain significant until the Mesquite Regional Landfill or the Eagle Mountain Landfill become fully operational and able to accept waste by rail from Los Angeles County.

**Traffic and Circulation.** The following project intersection impacts described in DEIR 2005 cannot be mitigated. Therefore, these project impacts remain significant and adverse.

**Weekday Peak Hour**

- Studebaker Road/SR-22 westbound ramps

**Weekend Midday Peak Hour**

- PCH/7th Street
- PCH/2nd Street

## **2.5 EFFECTS FOUND NOT TO BE SIGNIFICANT**

As required by State CEQA Guidelines, Section 15128, DEIR 2005 identified effects of the proposed project determined to be significant. The Initial Study prepared by the City of Long Beach (see

Appendix A of DEIR 2005) determined that the following environmental effects of the proposed project will not be significant: Agricultural Resources, Population and Housing, Mineral Resources, Hazards (related to airports, wildland fires, and emergency response plans), Noise (related to groundborne vibration and proximity to an airport), Public Services (related to schools), and Recreation. These issues are briefly discussed below along with the reasons they were determined not to be significant. For further information and additional discussion, please refer to the Initial Study and NOP in Appendix A of DEIR 2005.

### **Agricultural Resources**

The project site is located in an urbanized area and is not used for agricultural purposes. The project is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Since agricultural uses are not present and the site is not zoned for agricultural use, the proposed project does not conflict with existing zoning for agricultural uses or any use protected by a Williamson Act contract. The proposed project would not convert farmland to a nonagricultural use. Likewise, the proposed project site would not contribute to environmental changes that could result in the conversion of farmland to nonagricultural use. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

### **Population and Housing**

No housing units are located on the project site, and housing displacement impacts will not occur. The proposed project is an in-fill development in an urbanized area on a site that was planned and zoned for industrial development. The project is not the type of land use that would possibly induce population growth. Rather, the proposed project is expected to serve the existing demands of the community.

The proposed project will include new businesses. However, the businesses do not represent substantial new growth in the context of the entire City of Long Beach business and employment base and are not anticipated to create indirect growth in the City of Long Beach due to the relatively small expansion of the employment base. The proposed project is expected to generate jobs for approximately 316 full-time employees. This is consistent with employment growth projections for the City of Long Beach.<sup>1</sup>

The proposed project will include roadway improvements to adjacent public streets and the construction of a force main to provide sewer service to the project site. These facilities will primarily serve the development parcel and will not contribute to development of other parcels. The project is an in-fill project within an existing developed community, and no significant extension of roads and infrastructure to development “fringe” or undeveloped areas is proposed. Extension of the sanitary sewer service to the project site is not considered a growth-inducing impact of the project, as the force main will provide sewer service to the project site only.

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<sup>1</sup> According to the Southern California Association of Governments, from 2000 to 2010, employment in the City of Long Beach is forecast to expand by 12.4 percent. From 2010 to 2020, employment is forecast to expand by 7.8 percent (RTP, City Projections, 2004).

The project will not induce population growth and does not include housing; therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

## **Mineral Resources**

The proposed project site is not a mineral resources recovery site designated on a local general plan, specific plan, or other land use plan. The project site contains no known mineral resources that would be of value to the region or to the residents of the State of California. Although oil-extraction activity occurs within the southeast portion of the City of Long Beach, there is no indication that oil is buried beneath the surface of the project site, and the geological composition of the soils beneath the site make it unlikely. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

## **Hazards**

**Airports.** The proposed project is located more than two miles from the nearest airport facility, the Armed Forces Reserve Center near the Naval Weapons Station, Seal Beach. The project site is not located within the Airport Land Use Plan and thus is not considered subject to safety hazards from airport or military operations. Although the airspace above the project site may be used by aircraft associated with either of these facilities, it is unlikely that the project site is at risk due to airspace uses because most accidents occur during landings and takeoffs. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

**Wildland Fires.** The project site is in an urbanized setting where it is surrounded by industrial development, the San Gabriel River, and the Los Cerritos Channel. There are no open space areas with vegetation or brush that would pose a significant fire hazard. The project site is not within a designated high fire hazard area, and no impacts related to wildland fires are expected. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

**Emergency Response Plans.** The project site is bounded on the west by Studebaker Road. The proposed project will likely include improvements to this street to facilitate access to and from the proposed project site. There will be no changes to the street network that would adversely affect emergency response or evacuation plans, and the proposed project site provides access for emergency vehicles (police, sheriff, fire/paramedics). Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

## **Noise**

**Groundborne Vibration or Groundborne Noise.** Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable; but without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building

vibration may be perceived by the occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumble noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage from ground vibration is not a factor for normal transportation sources, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 decibels or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earth-moving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to areas within approximately 100 feet from the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

Streets surrounding the project site are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is therefore assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis on on-road vehicles is necessary.

Groundborne vibration from construction activity will be mostly low to moderate, except when pavement breaking or pile driving occurs on the project site. However, even during periods of pavement breaking, there is sufficient distance between the nearest sensitive uses (approximately 550 feet from the project site boundary) and the construction site that it is unlikely that any damage to buildings associated with these uses would occur. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

**Airport.** The project is not located within an airport land use plan or within two miles of a public airport or private airstrip. The Long Beach Municipal Airport is located approximately 3.5 miles northwest of the project site. Based on the aircraft noise contours produced by the airport, the project site does not lie within the 60 dBA CNEL contour of the airport. Therefore, the potential for a significant impact from airport-related activities is small, and a single-event noise impact analysis is not warranted for this site. The Los Alamitos Reserve Air Station is located approximately two miles northeast of the site. This airport does not publish a noise contour; however, due to the limited use the airport is exposed to, the potential for a significant impact from airport-related activities is small, and a single-event noise impact analysis is not warranted for this site. The project site is not located within any air facility's adopted noise contours; therefore, project implementation will not result in exposure of people working on or visiting the project site to excessive noise levels attributable to the airport. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

## **Public Services**

**Schools.** Generally, analysis of potential impacts to school facilities focuses on impacts associated with demand for new or expanded public education facilities resulting from construction of new

housing units. The proposed project will not result in a population increase or create new housing; therefore, no impacts to schools are expected. The project will be required to pay school facilities fees that will further reduce any potential impacts to less than significant levels. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

## **Recreation**

The proposed project would not generate an increased demand for recreational facilities, nor does the project include the construction of recreation facilities. Therefore, it is not anticipated that recreation facilities or the availability of recreation resources within the City of Long Beach will be affected by project implementation. Therefore, this issue was not discussed in DEIR 2005 and will not be discussed in the Recirculated Draft EIR.

## **2.6 FORMAT OF THE RECIRCULATED DRAFT EIR**

DEIR 2005 contained the information and analysis required by Sections 15122 through 15131 as required by State CEQA Guidelines, Section 15120(c). Pursuant to State CEQA Guidelines, Section 15088.5(c), this Recirculated Draft EIR is limited to chapters or portions of DEIR 2005 that have been modified. This document is organized as follows.

### **Chapter 1.0: Executive Summary**

Chapter 1.0 contains a summary of DEIR 2005, the Recirculated EIR Sections, and off-site open space analysis, and lists all significant project impacts, mitigation measures that have been recommended to reduce any significant impacts of the proposed project, and the level of significance of each impact following mitigation. The summary is presented in a matrix (tabular) format.

### **Chapter 2.0: Introduction**

Chapter 2.0 contains a discussion of the purpose and intended use of the Recirculated Draft EIR; background on the proposed project and the environmental analysis process; and areas of controversy known to the Lead Agency, including issues raised by the public. A summary of effects found not to be significant and therefore not included in DEIR 2005 or the Recirculated Draft EIR analysis is also included in this chapter.

### **Chapter 3.0: Project Description**

Chapter 3.0 includes discussion of the project's geographical setting, the site's previous use, and the project's goals, objectives, characteristics, components, and phasing. This chapter also contains a description of changes to elements of the proposed project that occurred after circulation of DEIR 2005. Chapter 3.0 of this Recirculated Draft EIR addresses potential impacts related to the proposed 1.37-acre open space area.

## Chapter 4.0: Recirculated Portions of DEIR 2005

Chapter 4.0 includes those sections of DEIR 2005 that have been revised and that are being recirculated for public review. The two sections include:

- **Hazards and Hazardous Materials.** This Recirculated Draft EIR presents a revised version of the hazards and hazardous materials analysis for the proposed project and replaces in its entirety the Hazards and Hazardous Materials section (Section 4.6) previously circulated in connection with DEIR 2005 for public review and comment.
- **Public Services and Utilities.** This Recirculated Draft EIR presents a revised version of the public services and utilities analysis for the proposed project and replaces in its entirety the Public Services and Utilities section (Section 4.10) previously circulated in connection with DEIR 2005 for public review and comment.

The environmental setting discussions in each section describe the “existing conditions” of the environment on the project site and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the CEQA Guidelines).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2[a] of the CEQA Guidelines).

Cumulative impacts are based on the build out of the project and the surrounding area, including all other known proposed projects in the surrounding area.

The discussions of mitigation measures identify and describe feasible measures that could minimize or lessen significant adverse impacts for each significant environmental effect identified in the Draft EIR (Section 15126[c] of the CEQA Guidelines). The level of significance after mitigation is reported in each section. Unavoidable adverse effects are identified where mitigation is not expected to reduce the effects to insignificant levels.

## Chapter 5.0: 7th Street/Silvera Avenue Open Space Analysis

Chapter 5.0 addresses project changes with the potential to have a physical effect on the environment related to the proposed addition to the project of a 1.37-acre open space area at the intersection of 7th Street and Silvera Avenue. The analysis will provide City decision makers with additional information regarding significant adverse environmental effects associated with the proposed project and proposed changes to elements of the project. As previously stated, this document is intended to be used together with DEIR 2005, which contains a detailed evaluation of reasonable alternatives to the proposed project.

## Chapter 6.0: Other CEQA Topics

Chapter 6.0 contains information and analysis on CEQA topics not addressed elsewhere in this document, including cumulative traffic, air quality and noise.

## **Chapter 7.0: Mitigation Monitoring and Reporting Program**

Chapter 7.0 provides a list of all proposed project mitigation measures, defines the party responsible for implementation, and identifies the timing for implementation of each control measure.

## **Chapter 8.0: Significant Unavoidable Adverse Impacts**

Chapter 8.0 describes those significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible.

## **Chapters 9.0, 10.0, and 11.0**

Chapters 9.0, 10.0, and 11.0 provide the organizations and persons contacted during preparation of the Recirculated Draft EIR Sections and the off-site open space analysis, preparers and technical report authors and other experts included in preparation of the document, and the references used in the Recirculated Draft EIR Sections and the off-site open space analysis.

## **2.7 INCORPORATION BY REFERENCE**

As permitted in Section 15150 of the State CEQA Guidelines, DEIR 2005 and the Recirculated Draft EIR referenced several technical studies, analyses, and reports. Information from the documents that has been incorporated by reference has been briefly summarized in the appropriate section(s) of this Recirculated Draft EIR along with a description of how the public may obtain and review these documents. The documents and other sources that have been used in the preparation of this Recirculated Draft EIR are identified in DEIR 2005 Chapter 11, References.

The State CEQA Guidelines set forth three methods that may be used to incorporate data from other sources in an EIR:

1. Use of an EIR appendix (14 Cal Code Regs §15148)
2. Citation to technical information (14 Cal Code Regs §15148)
3. Incorporation by reference (14 Cal Code Regs §15150)

Information included in an EIR appendix may include summarized technical data, maps, plot plans, diagrams, and similar information in sufficient detail to permit the public and reviewing agencies to make a full assessment of significant environmental effects of the project. To achieve a balance between the technical accuracy of an EIR and its public information function, the State CEQA Guidelines provide that placement of highly technical analysis and data in the body of an EIR should be avoided by including supporting information and analysis in appendices to the EIR. Appendices may be prepared in volumes separate from the body of the EIR but must be readily available for public examination.

Source documents, such as background information and technical information that is not project-specific, may be cited in the EIR. To keep EIRs to a manageable length, source documents used in preparing an EIR need not be included in the EIR or EIR Appendices.

An EIR may also incorporate by reference all or a portion(s) of another document that is a matter of public record or is generally available to the public. Incorporation is a procedure for reducing the size of an EIR and is particularly appropriate for long, descriptive, or technical materials that provide general background but do not contribute directly to analysis of the proposed project. When a document is incorporated by reference in an EIR, the lead agency must make the documents available for inspection at its offices or at some other public building or office in the county. The State CEQA Guidelines do not require that incorporated materials be circulated for public review with the EIR, nor do they require circulation or public availability of subsidiary documents that are incorporated in a document that is then incorporated into an EIR.

The Recirculated Draft EIR is composed of two volumes. Volume I, this document, includes the updated project description, analysis pertaining to the off-site open space area added to the project, two updated impact sections, and additional information regarding other CEQA topics, including traffic, air quality, and noise. Technical data that supports the reports provided in the Appendices (Volume II) will be available for public review at the City, Department of Planning and Building. This includes the Phase I Environmental Site Assessment, and updated cumulative Traffic Impact Analysis.

In addition, the following documents have been incorporated by reference and/or made available for public review at the City Department of Planning and Building:

- City of Long Beach General Plan
- City of Long Beach Zoning Code

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## **3.0 PROJECT DESCRIPTION**

### **3.1 INTRODUCTION**

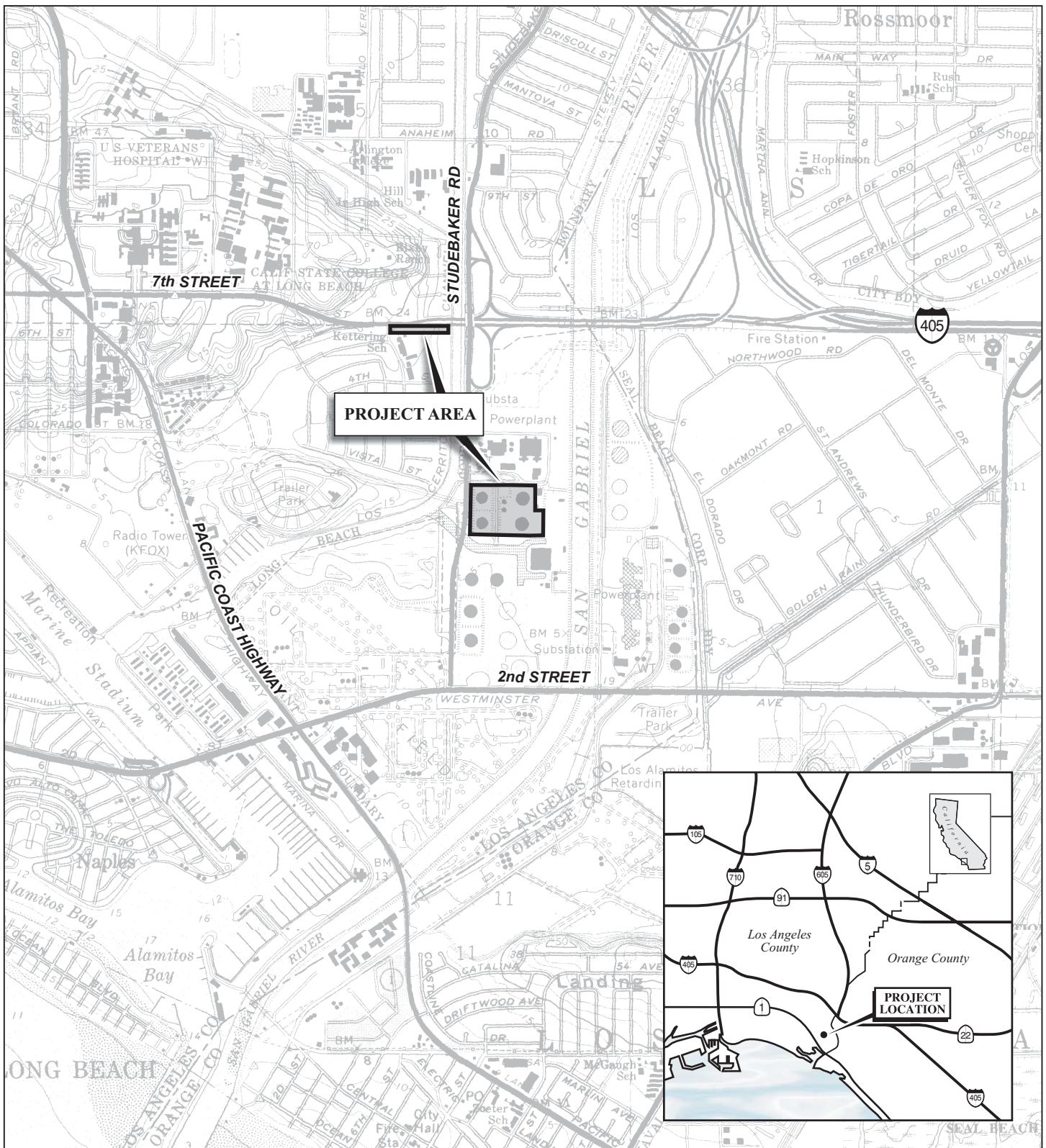
This Recirculated Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts that may result from the development and operation of a commercial retail center that includes a Home Depot design center on a 16.7-acre development parcel, which is located within a larger 17.8-acre parcel in the City of Long Beach (City). The proposed project also includes landscaping of 1.37 acres southeast of the intersection of 7th Street and Silvera Avenue. The City, as the Lead Agency, has the authority for preparation of this Recirculated Draft EIR and, after the comment/response process, certification of the Final EIR (FEIR) and approval of the proposed project. The City and Responsible Agencies have the authority to make decisions on discretionary actions relating to the development of the proposed project. This EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project.

### **3.2 PROJECT SETTING AND HISTORY**

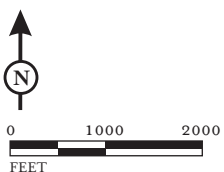
The proposed Home Depot site is located in the southeastern portion of the City between the San Gabriel River and the Los Cerritos Channel in the County of Los Angeles. Comprising 16.7 acres, the proposed project site is located at 400 Studebaker Road at the intersection of Studebaker Road and Loynes Drive. The proposed off-site landscaped open space area is southeast of the intersection of 7th Street and Silvera Avenue. A map showing the vicinity of the project area and site location is shown in Figure 3.1.

The proposed Home Depot site is currently developed as a “tank farm” and contains aboveground storage tanks (ASTs), pipelines, and equipment associated with petroleum product storage and transfer. Tanks 1–4 were used to store fuel oil for the surrounding electric generating plants. These ASTs are currently disconnected from the system and have capacities that range between 5.9 and 9.4 million gallons. Tanks 1 through 3 are empty, and Tank 4 contains approximately 30 inches of settled sludge collected from the bottom of all the tanks. Two smaller ASTs store cutter stock fuel (used to separate types of fuels transported through the pipelines). The capacity of the northern AST is 1.2 million gallons, and the southern AST’s capacity is 840,000 gallons. The smaller of these two tanks is owned and operated by the Los Angeles Department of Water and Power (LADWP), and the other is owned and operated by Pacific Energy. The ASTs are located in bermed and lined retention basins designed to capture accidental petroleum spills. The site also contains a former hazardous material storage area, a hose storage building, a pig launching area (a series of piping and valves used to insert “pig” into the pipelines to clean them), an equipment building, underground and aboveground pipelines, two pump areas, and heating units with cylindrical natural gas tanks.

A former operator, the Edison Pipeline and Terminal Company (EPTC), used the property as part of an interconnected terminal and distribution network for various petroleum-based fuels. The former EPTC terminal and distribution network contained pipelines that connected each of the four large



LSA



SOURCE: USGS 7.5' Quads - Seal Beach & Los Alamitos, Ca.

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FIGURE 3.1

Home Depot East Long Beach  
Project Location

ASTs on the property to six major oil refineries in Southern California and collection/distribution points at the Port of Long Beach and Rancho Dominguez.

The project site and much of the surrounding area is subject to the Local Coastal Program (LCP), a City of Long Beach and California Coastal Commission approved land development and land use plan. The land use designation in the City's General Plan is Land Use District (LUD) No. 7, Mixed Use. LUD No. 7 is intended for the careful and synergistic blending of different types of land uses to vitalize an area and to support urban structure.

The site is located in Subarea 19 of the PD-1 zoning district, also known as the Southeast Area Development and Improvement Plan (SEADIP) area. Land uses permitted in Subarea 19 are based on the General Industrial (IG) zoning district. SEADIP is a Planned Development district in the City of Long Beach. Planned Development (PD) districts are zoning districts intended only for specific areas of the City. These PD districts allow flexible development plans for areas of the City that may benefit from the formal recognition of unique or special land uses and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. Purposes of the Planned Development district include permitting a compatible mix of land uses, allowing for planned commercial areas and business parks, and encouraging a variety of housing styles and densities (City of Long Beach Zoning Code, Chapter 21.37).

The SEADIP district has a total of 33 subareas, providing for a total community of residential, business, and light industrial uses integrated by an extensive system of parks, open space, and trails. In reviewing and approving site plans and tract maps for development of the areas within SEADIP, the City is guided by the goals and policies of this PD district. The environmental effects of SEADIP were evaluated in the Southeast Area Development and Improvement Plan Final Environmental Impact Report (EIR) (City of Long Beach, April 1977).

There are two water supply channels from the Los Cerritos Channel immediately surrounding the proposed Home Depot site to the north and south. These channels provide cooling water for two groups of electric generating plants, both of which are operated by AES Alamitos, LLC. The LADWP Haynes Generating Station is located to the southeast of the project site across the San Gabriel River. There is also a petroleum storage tank farm operated by Pacific Energy located to the south. Studebaker Road forms the western boundary of the proposed Home Depot site, and facilities associated with the AES generating plants are located adjacent to the eastern boundary of the site. There are residential communities located across the Los Cerritos Channel to the west and across the San Gabriel River to the east. The Los Cerritos Wetlands are located south of the storage tank farm operated by Pacific Energy and across the Los Cerritos Channel south of the proposed Home Depot site. An aerial map showing the location of the project in the context of its surrounding land uses, which include a mix of industrial and residential uses, is shown in Figure 3.2.

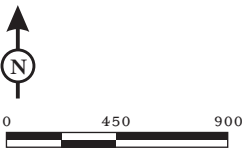
Properties surrounding the site to the north, south, and east are designated LUD 7 in the General Plan and are also located within Subarea 19 of the PD-1 (SEADIP) district. There is a small area immediately west of the proposed Home Depot site (on the east side of the Los Cerritos Channel) that is located in Subarea 24 of SEADIP/PD1. The parcel located south of Loynes Drive is planned for an overlook and interpretive center for the Los Cerritos Wetlands, and the parcel located north of Loynes Drive is planned for use as a park and playground facility. The residential area west of the site



L S A

Legend

 Project Boundary



SOURCE: WINDOWS LIVE LOCAL/USGS (2006)

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FIGURE 3.2

Home Depot East Long Beach  
Aerial Photo

(University Park Estates) is located in Subarea 9 of PD-1 and was developed as single-family homes in accordance with Special Permit No. S-158-62. The area is designated as LUD 7 in the City's General Plan. Development and land use standards for this residential neighborhood are in accordance with the R-1-N single-family residential zoning district.

Direct access to the proposed Home Depot site is provided via Studebaker Road and at the intersection of Studebaker Road and Loynes Drive. Studebaker Road, which currently terminates south of the project site, is classified as a Major Arterial in the Circulation Element of the City's General Plan. Loynes Drive is classified as a Collector Street.

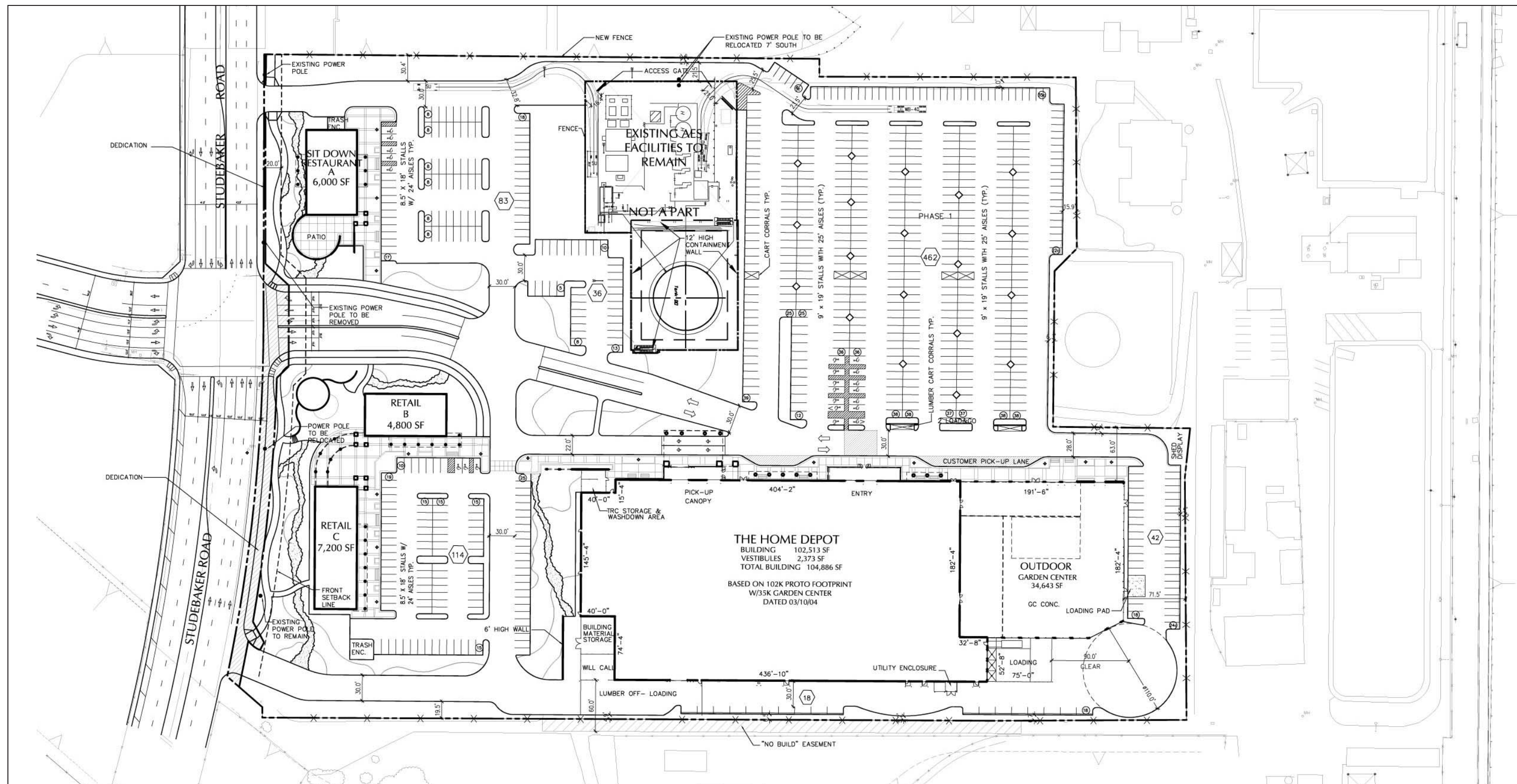
### 3.3 PROJECT CHARACTERISTICS

The proposed project includes a Site Plan Review, a Conditional Use Permit, a Local Coastal Development Permit, Standards Variances (for open space and curb cuts), and a tentative parcel map to develop a Home Depot design and garden center, additional commercial retail buildings, a restaurant, parking, and associated site improvements. The project has a total of 155,156 square feet of commercial space, including a 102,513-square-foot home improvement store with a 34,643-square-foot garden center; a 6,000-square-foot sit-down restaurant with an approximately 2,050-square-foot outdoor eating area; and 12,000 square feet of other retail uses. A total of 754 parking spaces are proposed for the development consistent with City of Long Beach Zoning Code requirements. Table 3.A provides a breakdown of project square footage, and Figure 3.3 is a conceptual site plan for the proposed Home Depot site. The net development site is 16.7 acres. The proposed project includes landscaping of approximately 1.37 acres located southeast of the intersection of 7th Street and Silvera Avenue. Additional information about this open space area is included below (Landscaping and Open Space). The proposed project is intended to be consistent with "Green Building" principles, which promote energy conservation and environmentally sensitive design, and as provided for in project conditions of approval.

**Table 3.A: Total Proposed Building Area**

	<b>Tentative Use</b>	<b>Square Footage</b>
<b>Home Depot</b>	Store	102,513
	Garden Center	34,643
	Vestibules	2,373*
<b>Pad A</b>	Restaurant	6,000
	Outdoor Seating	2,050*
<b>Pad B</b>	Retail	4,800
<b>Pad C</b>	Retail	7,200
<b>Total</b>		155,156

\* Outdoor seating area and vestibules not included in total building area



LSA



SOURCE: Greenberg Farrow (12/19/05)

I:\CLB430A\G\Site\_Plan\_1.cdr (5/23/06)

FIGURE 3.3

Home Depot East Long Beach  
Conceptual Site Plan

The entire Home Depot project site at the intersection of Studebaker Road and Loynes Drive will remain under one ownership. 0.63 acre of the 1.37-acre open space area at the corner of 7th Street and Silvera Avenue will be deeded to the City of Long Beach for inclusion in its inventory of open space areas. Home Depot and other tenants will lease portions of the Home Depot project site from the landowner/applicant, Studebaker LB, LLC.

The LADWP AST and associated equipment and pipelines, the former hazardous material storage area, the hose storage building, the pig launching area, Tanks 1–4, Tank 6, and associated aboveground and underground piping will be removed as part of the project. Utility lines serving the existing distribution facility that are affected by the proposed project will be removed and/or relocated.

The Pacific Energy receiving and pump station in the northern portion of the site will remain in place after construction of the project. This area will consist of a lined retention basin that contains the cutter stock oil AST, a heating unit, two cylindrical natural gas tanks, a lube oil tank, pumps, the equipment room, and associated piping. The facility occupies 1.1 acres of the 17.8-acre parcel. In addition, the existing aboveground pipelines connecting this area to the Pacific Energy tanks (via the central portion of the site) will be rerouted through the property.

The Pacific Energy distribution facility will be separated from the commercial portion of the project site by a 12-foot-high screening fence. New gates into the pump station will be constructed on the northwest and northeast side of the station for maintenance and operations access by Pacific Energy personnel. In addition, a 12-foot-high concrete containment wall will be installed around the existing cutter tank immediately south of the pump station.

Any soils encountered that are contaminated with substances determined to be at hazardous concentrations will be removed in accordance with local, State, and federal standards and will be transported to a State-approved facility.

A more detailed description of project facilities is presented below. Table 3.B provides a list of project components and a description of each.

**Table 3.B: Project Components**

Project Component	Description
Local Coastal Development Permit	<ul style="list-style-type: none"><li>City of Long Beach permit to allow for the construction of the proposed project in the Coastal Zone</li></ul>
Conditional Use Permit (CUP)	<ul style="list-style-type: none"><li>Permit to allow retail trade in Subarea 19 of PD-1 (SEADIP)</li></ul>
Site Plan Review	<ul style="list-style-type: none"><li>Review of project design, including the location and height of proposed fences and the type and amount of landscaping</li></ul>
Tentative Parcel Map	<ul style="list-style-type: none"><li>Creation of parcel for existing tanks and equipment to remain</li></ul>

Project Component	Description
Variances	<ol style="list-style-type: none"> <li>Exception from the Long Beach Municipal Code to permit the construction of the following curb cuts on Studebaker Road in lieu of the allowable 24-foot-0-inch-wide curb cuts. <ul style="list-style-type: none"> <li>A 68-foot-0-inch-wide curb cut at Loynes Drive</li> <li>A 35-foot-0-inch-wide curb cut at the southern boundary of the site</li> <li>A 30-foot-0-inch-wide curb cut at the northern boundary of the site</li> </ul> </li> <li>Exception from Long Beach Ordinance No. C-7827 to permit development in PD-1 (SEADIP) with less than 30 percent of the site to be retained for usable open space.</li> </ol>
On-Site Circulation and Off-Site Street Improvements	<ul style="list-style-type: none"> <li>Three vehicular access driveways</li> <li>754 parking spaces</li> <li>Streetscape improvements to the east side of Studebaker Road, including a 10-foot-wide sidewalk, parkway, and street right-of-way dedication</li> <li>Design and construct pedestrian access across the Loynes Drive bridge just west of Studebaker Road</li> </ul>
Site Demolition and Debris Removal	<ul style="list-style-type: none"> <li>Grading</li> <li>Fill removal and recompaction</li> <li>Removal of existing structures (e.g., tanks) and other property improvements</li> </ul>
Construction of Home Depot facilities, including:	<ul style="list-style-type: none"> <li>102,513-square-foot home improvement store</li> <li>34,643-square-foot garden center</li> <li>2,373 square foot vestibules</li> <li>Loading area/loading dock</li> </ul>
Construction of ancillary commercial retail facilities and restaurant, including:	<ul style="list-style-type: none"> <li>4,800-square-foot commercial retail building</li> <li>7,200-square-foot commercial retail building</li> <li>6,000-square-foot sit-down restaurant with a 2,050-square-foot outdoor seating area or patio</li> </ul>
Project Lighting	<ul style="list-style-type: none"> <li>Approximately fifty 40-foot-tall light poles in parking areas with metal halide lamps and appropriate shading to minimize light impacts. Additional lights will be mounted to buildings.</li> </ul>
Project Signage Program	<ul style="list-style-type: none"> <li>The project includes a comprehensively planned master sign program.</li> </ul>

Project Component	Description
Project Landscaping and Open Space	<ul style="list-style-type: none"> <li>• Parkway landscaping</li> <li>• Perimeter landscaping</li> <li>• Parking lot landscaping</li> <li>• On-site landscaping</li> <li>• Landscaping of 1.37-acre site located southeast of the intersection of East 7th Street and Silvera Avenue, adjacent to the Channel View Park bike path</li> </ul>
Sanitary Sewer Connection	<ul style="list-style-type: none"> <li>• Construction and operation of a private lift station with grinder pumps and a lined concrete holding tank with odor control system</li> <li>• Two-inch low-pressure pipeline (force main) construction from project site to a connection near the intersection of Loynes Drive and Vista Street</li> <li>• Replacement of 265 feet of existing 8-inch public sewer with a 10-inch sewer in Vista Street between Daroca Street and Margo Street</li> <li>• Replacement of 261 feet of 8-inch sewer with a 10-inch-diameter sewer between the manhole at Daroca and Vista Street and the first manhole in the Golf Course</li> </ul>
Gas Line Extension	<ul style="list-style-type: none"> <li>• Four-inch gas line connecting to an existing 14-inch gas line at the intersection of Studebaker Road and Seventh Street or an existing 16-inch gas line in Studebaker Road</li> </ul>
Pipeline Relocation	<ul style="list-style-type: none"> <li>• All three Pacific Energy lines will be rerouted along planned roads and parking areas</li> <li>• AES pipelines will be demolished and communication lines rerouted to planned roads and parking areas</li> <li>• LADWP pipeline will remain in its current location; the pig receiving facilities will be relocated to the Haynes Station</li> </ul>
Water Quality Improvements	<ul style="list-style-type: none"> <li>• Treatment Best Management Practices (BMPs) such as trash and oily water separators and bioretention for treatment of runoff from the site</li> </ul>

**Operations.** The Home Depot design and garden center would operate seven days a week. The proposed center would maintain hours of operation from 5:00 a.m. to 11:00 p.m. Monday through Friday, 6:00 a.m. to 10:00 p.m. on Saturday, and 7:00 a.m. to 10:00 p.m. on Sunday.

## Project Facilities

**Home Depot Building.** The Home Depot design and garden center building would be located on the southern portion of the property and would face north. The proposed building would consist of a tilt-up concrete structure with approximately 102,513 square feet and exterior canopies and various architectural enhancements. The main portion of the building would have a height of 30 feet and

would include an entry canopy extending above the building to a height of 35 feet. The proposed garden center would consist of approximately 34,643 square feet in a screen mesh enclosure on the east side of the main building. A customer pickup canopy is proposed on the northern facade of the building. A loading area consisting of four roll-up doors and a depressed loading dock would be located in the rear of the building facing east. At-grade loading areas will be provided at the southeast, and west sides of the main building for lumber and garden center deliveries. Figure 3.4 shows proposed building elevations.

**Restaurant.** The project also includes a 6,000-square-foot sit-down restaurant with a 2,050-square-foot outdoor seating area or patio (Pad A). The restaurant will be located in the northwest corner of the project site adjacent to Studebaker Road. Figure 3.5 shows proposed building elevations.

**Commercial Retail Buildings.** The commercial retail buildings would consist of two separate structures. The first building would be located in the west-central portion of the project site adjacent to Studebaker Road and would include approximately 4,800 square feet (Pad B). The second commercial retail building would be located in the southwest portion of the project site, also adjacent to Studebaker Road, and would consist of approximately 7,200 square feet (Pad C). These buildings may be occupied by a variety of commercial retail uses, permitted or conditionally permitted, in Subarea 19 of PD-1, including building materials and hardware stores, garden supply stores, mobile home dealers, general merchandise stores, food stores, automotive dealers, gasoline service stations, apparel and accessory stores, home furniture, furnishings, and equipment stores, and miscellaneous retail stores. The composition of the tenants is related to market area in terms of size, location, and type of store. For the purposes of this environmental analysis, the commercial retail buildings (Home Depot and Pads A, B, and C) are assumed to be part of a shopping center,<sup>1</sup> as defined by the Institute of Transportation Engineers (7th Edition, Volume 3), that functions as a integrated group of commercial establishments that are planned, developed, owned, and managed as a unit. Figure 3.6 shows proposed building elevations for the commercial retail buildings.

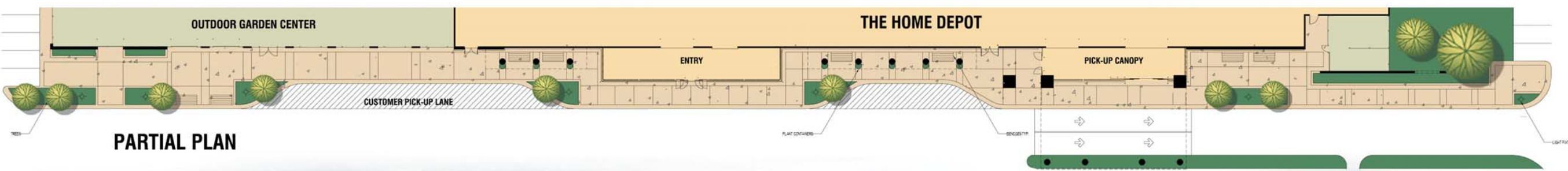
**Access, Parking, and Circulation.** As shown in Figure 3.3, access to the site will be provided by a new primary entry at the signalized intersection of Studebaker Road and Loynes Drive and by two new secondary entries providing right in/right out access from Studebaker Road. A four-lane drive aisle leading from the intersection of Studebaker Road and Loynes Drive to a two-lane drive aisle adjacent to the Home Depot building will facilitate on-site circulation. Delivery trucks will access the loading area via a 30-foot drive aisle that will run behind the Home Depot building along the southern project boundary. Parking will generally be located in the north portion of the project site and will consist of a paved lot with driveway access to Studebaker Road and Loynes Drive (see Figure 3.3, Site Plan). The proposed project includes 754 parking stalls in adherence to City Zoning Code parking requirements.

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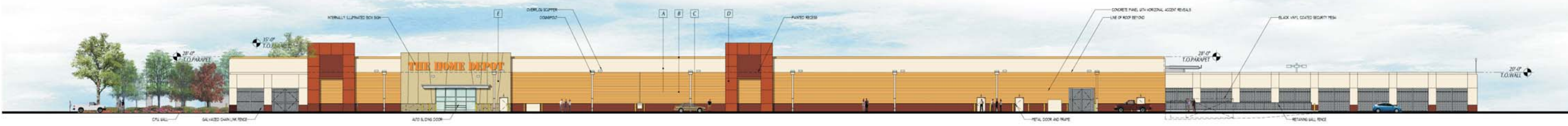
<sup>1</sup> Shopping centers include neighborhood centers, community centers, regional centers, and super regional centers.



**NORTH ELEVATION**



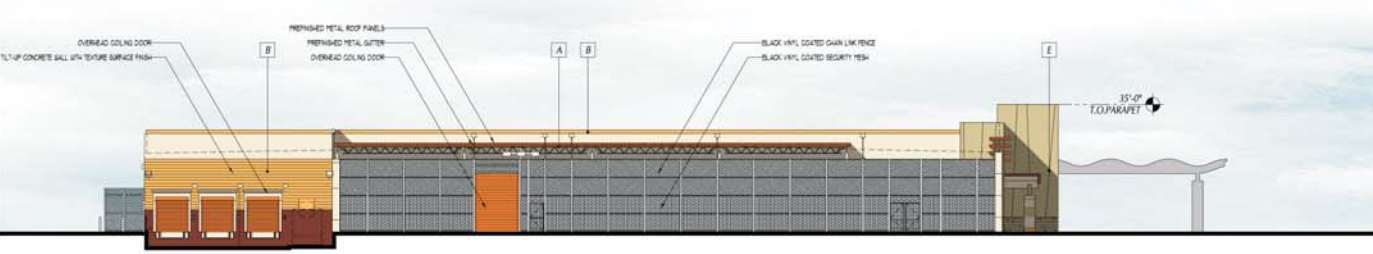
**PARTIAL PLAN**



**SOUTH ELEVATION**



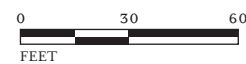
**WEST ELEVATION**



**EAST ELEVATION**

LSA

FIGURE 3.4



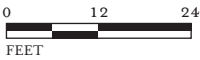
SOURCE: Greenberg Farrow (12/20/05)

Home Depot East Long Beach  
Conceptual Home Depot Elevations



LSA

FIGURE 3.5



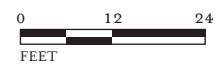
SOURCE: Greenberg Farrow (9/8/05)

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LSA

FIGURE 3.6A



SOURCE: Greenberg Farrow (9/8/05)

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Home Depot East Long Beach  
Conceptual Commercial Retail Building Elevations  
(East-North)



LSA

FIGURE 3.6B

The proposed project includes improvements to the streetscape along the east side of Studebaker Road. Curb, gutters, and a 10-foot-wide (minimum) sidewalk compliant with Americans with Disabilities Act (ADA) standards will be installed adjacent to the project site. To accommodate these improvements, the property line will be relocated to the inside edge of the sidewalk by dedication of street right-of-way or by granting an easement to the City of Long Beach.

**Related Site Improvements.** Other proposed site improvements include construction of trash and palette enclosures, security lighting, signage, and landscaping. Trash, palette, and propane enclosures are proposed in the rear of the Home Depot building facing south (Figure 3.3). A freestanding project sign would be placed at the main entrance to the project site and adjacent to the southern driveway facing Studebaker Road.

**Infrastructure.** Development of the retail-commercial center includes the provision of necessary infrastructure, including drainage, sewage disposal, water, solid waste, electricity, natural gas, and telecommunications.

The project infrastructure components will require improvements to, and connection with, off-site and on-site infrastructure systems. These systems, consisting of water, electricity, natural gas, telephone and cable television/telecommunication lines, sewerage, storm drains, and street improvements, will be constructed on and off site and will be fully provided and maintained by the property owners (on-site facilities), municipal agencies, or utility service providers. See Tables 3.B and 3.C for a complete list of infrastructure improvements and Responsible Agencies.

A backbone infrastructure plan has been developed to serve the proposed uses. Infrastructure plans and connections to off-site utilities are further described and assessed in Section 4.10, Public Services/Utilities.

**Water, Sewer, and Gas Utilities.** The on-site water, sewer, and electrical systems are depicted in Figure 3.7. The water system on site will be considered private and will be maintained by Studebaker LB, LLC. The on-site sewer system will be constructed to Long Beach Planning and Building standards and maintained by Studebaker LB, LLC. Gravity sewer lines in public streets or Long Beach Water Department (LBWD) easements will be designed to LBWD standards. The project also includes the annexation of the project site into Los Angeles County Sanitation District No. 3. The off-site natural gas lines will be constructed to City of Long Beach Energy Department (LB Energy) standards and maintained by LB Energy, the provider of natural gas within the City. Project construction includes installation of a 14-inch gas line connecting the development to an existing 4-inch gas line at Studebaker Road and Seventh Street, or an existing 16-inch gas line in Studebaker Road.

Due to the lack of existing sanitary sewer facilities at the site, the proposed project includes a means to safely convey the project's sanitary sewage from the proposed Home Depot site to the public sewer system as well as improvements to the existing sewer system. Figure 3.8, Sewer Line Extension, illustrates the proposed changes to the existing sewer system.

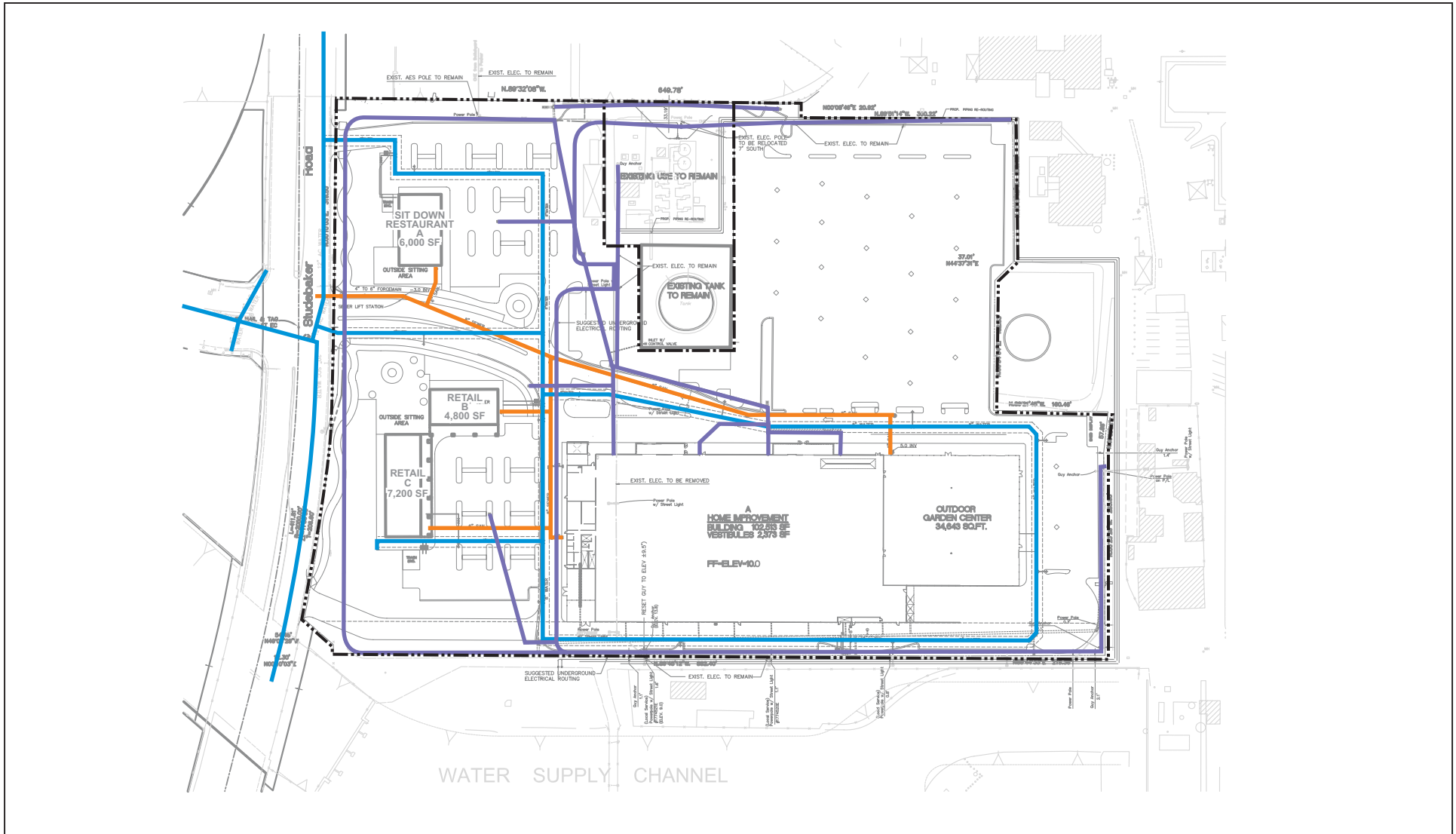


FIGURE 3.7

LSA



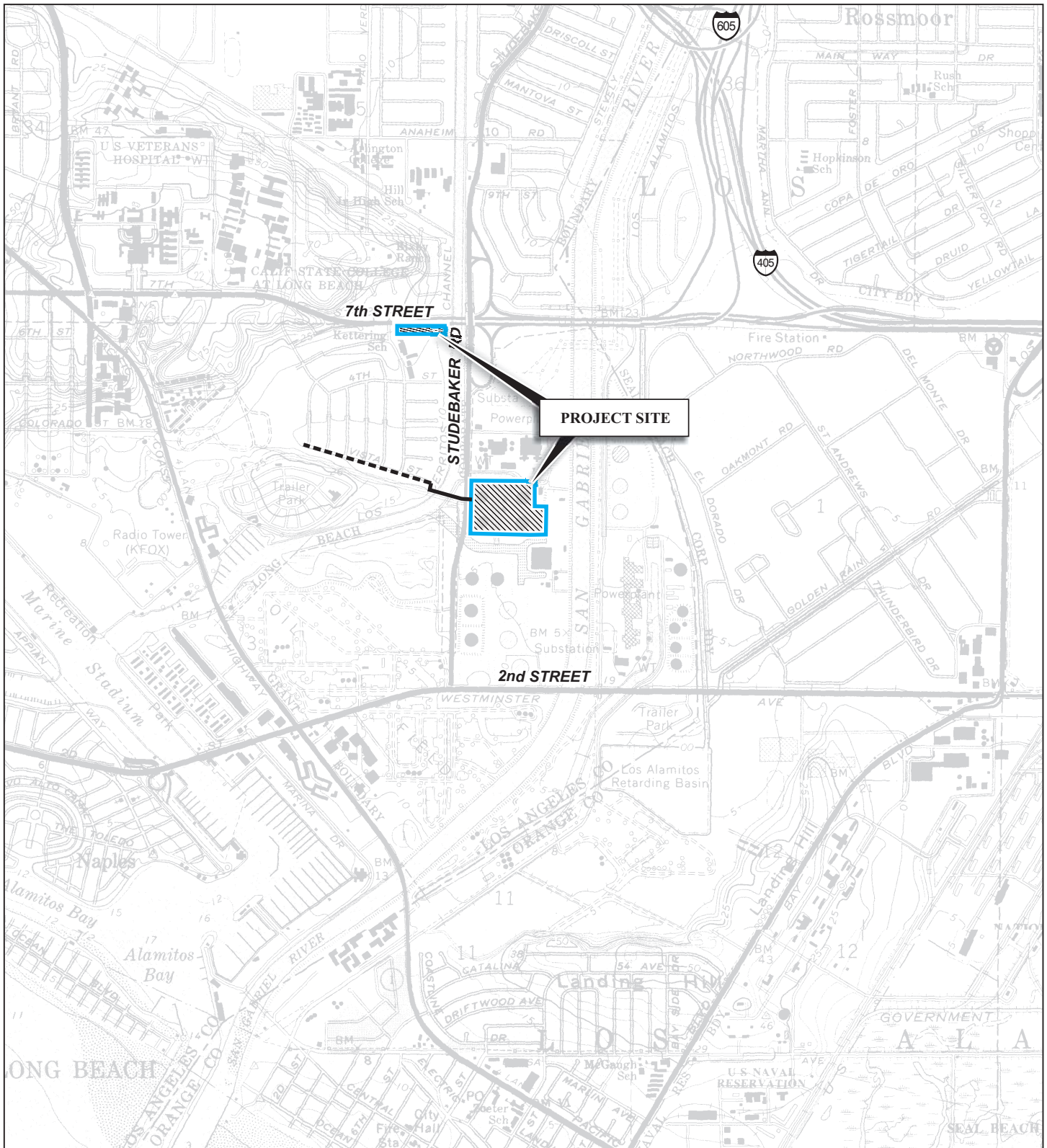
0 100 200  
FEET

LEGEND

- - Water
- - Sewer
- - Electricity

SOURCE: Madison Civil Engineering/Land Surveying

Home Depot East Long Beach  
Conceptual Utility Plan



LSA



PROJECT AREA



PROPOSED 4" FORCE MAIN



EXISTING 8" SEWER LINE



0 1000 2000  
FEET

FIGURE 3.8

Home Depot East Long Beach  
Conceptual Sewer Line Extension

SOURCE: USGS 7.5' Quads - Seal Beach & Los Alamitos, Ca.

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The proposed on-site sewer system will collect all sanitary waste from the development and discharge to an on-site lift station located approximately 300 feet east of the development's main entrance. The lift station will be equipped with a wet well, which will temporarily hold the wastewater for periodic pumping and contain peak-flow volumes. The wet well will be sized to contain approximately twice the volume needed for the estimated peak-flow volumes. The lift station would be equipped with primary (lead) and secondary (back-up) grinder pumps. These pumps grind large materials to eliminate potential clogging and will produce flows of approximately 10 to 15 gallons per minute (gpm) and a combined maximum output of approximately 30 gpm if both pumps operate simultaneously. Whenever there is sufficient volume in the lift station wet well, level sensors will activate the lead pump. On average, the pumps would operate less than three hours per day. Should the lead pump fail, the back-up pump would start automatically. The pumps will be carefully selected and controlled such that the lift station cannot exceed the maximum pumping capacity allowed by the City to assure that the residential sewer will not back up.

The lift station would also be equipped with an odor control system to eliminate odors. Wastewater generates odors when stored for a long period of time and begins to undergo anaerobic (i.e., without air) degradation. Three types of odor control technology will be considered. The first prevents degradation by blowing air into the storage tank. The second and third technologies remove odor that may be created by long-term (hours) wastewater storage.

Sewage would flow from the lift station to the City of Long Beach sewer system via a low-pressure pipe (force main) beneath Studebaker Road and across the Los Cerritos Channel. The pipe across the channel will be double-walled to contain any leaks that might occur in the primary pipe. A leak detection system will be installed to detect any leaks in the primary pipe. If a leak is detected, the system will send an alarm notification indicating that repair is needed. After the force main crosses the channel, it will submerge again until reaching the intersection of Loynes Drive and Vista Street. The pressure pipe will discharge by gravity to the first manhole in the Vista Street sewer system, located approximately 200 feet north of the intersection.

The project includes the replacement of 265 feet of an existing 8-inch-diameter public sewer line with a 10-inch-diameter sewer line in Vista Street between Daroca Street and Margo Street and the replacement of 261 feet of an 8-inch-diameter sewer line with a 10-inch-diameter sewer line between the manhole at Daroca Street and Vista Street and the first manhole in the golf course. Replacement of the existing 8-inch-diameter sewer line with 10-inch-diameter sewer line will serve the proposed project and correct the hydraulic overloading conditions that currently exist during wet weather. For additional information related to the sewer system, refer to Section 4.10, Public Services and Utilities.

**Storm Drain System.** A comprehensive surface drainage/storm drain system has been developed to collect and convey runoff on the project site into the two water supply channels from the Los Cerritos Channel immediately surrounding the project site to the north and south. Storm runoff from on-site development and slopes will be collected by a new on-site storm drain system and conveyed to inlet structures where it will be treated. After treatment, storm water runoff will be conveyed from the inlet structures to the intake channels and discharged.

A Preliminary Hydrology Study has been prepared for the project and is available for review at the City of Long Beach Department of Planning and Building. The project is subject to the new Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSMP) and is required to implement structural or treatment control Best Management Practices (BMPs) as required (refer to Section 4.4, of DEIR 2005).

**Pipeline Relocation.** As part of the proposed project, the existing facilities that service the Pacific Energy pump station and associated tanks, AES power generating station to the north of the planned development, and LADWP's fuel oil pipeline will need to be removed and/or relocated.

The Pacific Energy receiving and pump station, located in the northern portion of the project site, is served by several pipelines owned by Pacific Energy, as well as one 12-inch line owned by the LADWP. In addition, the station has one 24-inch line and two 12-inch lines that move crude oil and fuel oil into and out of tanks located to the south of the proposed development on property owned by Pacific Energy. All three lines will be rerouted through the property to maintain service to the pump station and tanks. This reroute will follow planned roads and parking areas of the development to ensure future access to the lines for inspection and maintenance. All three lines will be routed from the existing pump station on the north side of the development directly south across the property. One of the 12-inch lines and the 24-inch heated line will be contained within a concrete box structure approximately 6 feet deep (bottom of concrete box structure); the other 12-inch line will be directly buried 3 to 4 feet deep and will generally follow the route of the concrete box.

Other activities related to the pump station include relocating the rectifier system (small electrical box) for the pipeline facilities to inside the station walls; reroute of electrical service to the station, most likely via underground installation; rerouting of the natural gas service to the station; and relocation of the private fire water system on the property.

AES also has several out-of-service pipelines on the property that will be demolished and removed as part of the project. Communication lines that cross the property will be rerouted into the road and parking areas of the proposed development and follow from the north side of the property to the south side, running just west of the proposed Home Depot building.

The 12-inch pipeline owned by LADWP that enters the property on the northwest side and runs along the northern boundary and ultimately across the property to the Haynes Generating Station on the east side of the channel will remain in its current location. The pig receiving facilities, however, will be relocated from the pump station area to the LADWP facility on the east side of the channel.

The existing LADWP cutter tank and all other existing fuel and crude oil facilities on the property will be removed from the property as part of this project.

**Lighting.** Security lighting is proposed throughout the parking area and would consist of energy-efficient luminaries mounted on standard light poles limited to 40 feet in height. To control nighttime lighting spill and glare, parking lot lighting poles will be designed with a reflector system to restrict light to the lower portion of the lighted area (i.e., direct light down instead of into the night sky) and turned off after business hours with the exception of security lights. The project would have 45–50

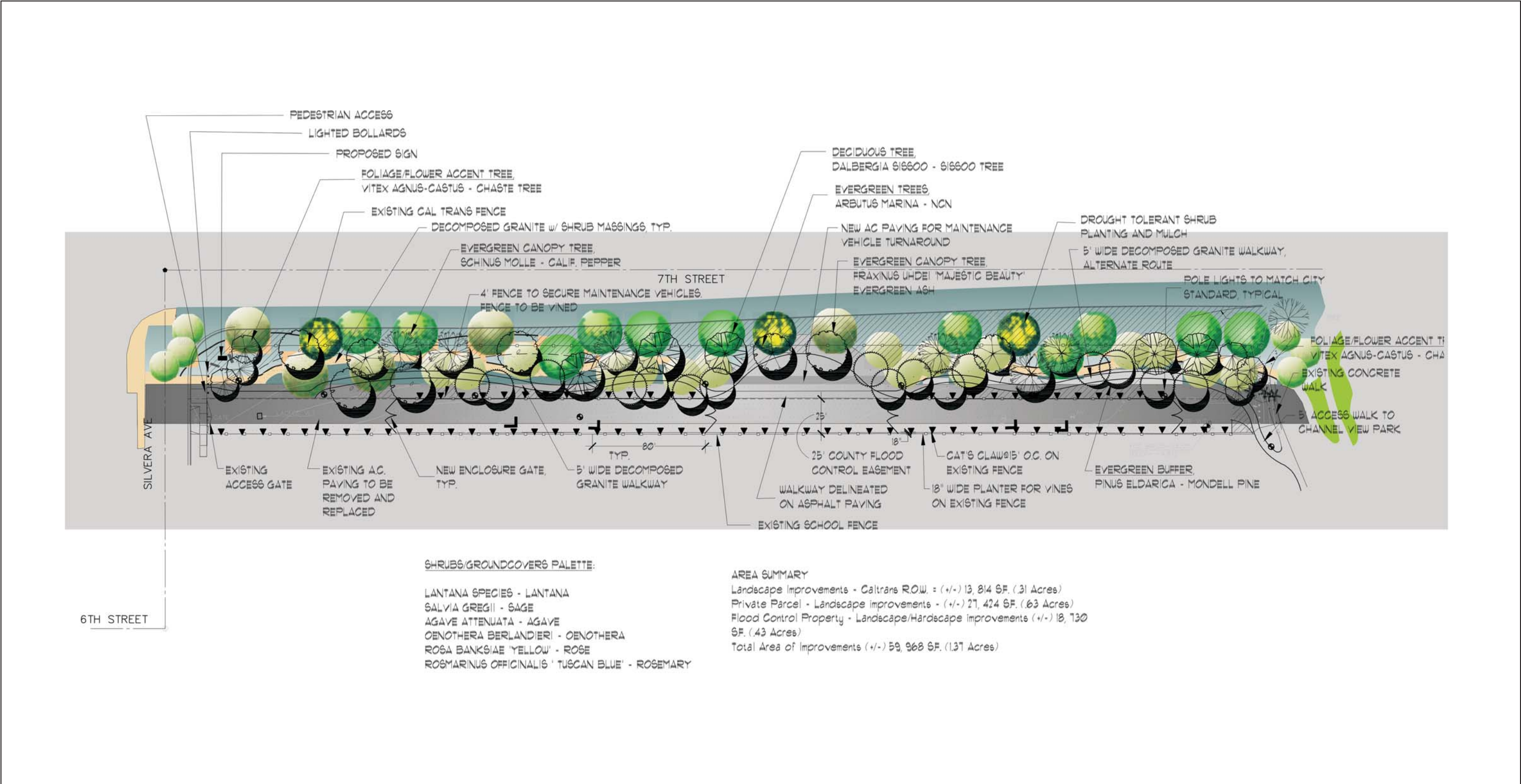
light standards with metal halide lamps spaced throughout the site and around the Home Depot building, and include an on-site transformer pad/lab box for the lighting system to be located on site at the rear of the main Home Depot building.

**Landscaping and Open Space.** Landscaping is proposed along the perimeter of the proposed Home Depot site, in parking area islands, and adjacent to buildings. In addition to on-site landscaping and open space, the proposed project also includes landscaping of 1.37 acres southeast of the intersection of East 7th Street and Silvera Avenue, adjacent to the Channel View bike path. Kettering Elementary School borders the site to the south. The site consists of 0.31 acre of Caltrans right-of-way, a 0.43-acre flood control easement, and a 0.63-acre private property that will be deeded to the City for inclusion in its inventory of open space. The site is currently vacant (with the exception of electrical and water equipment vaults and several wooden sheds owned by Los Angeles County Flood Control), asphalt paved, and surrounded by fencing with site access at the eastern and western ends. An asphalt berm is present along the southern boundary of the site. The proposed project includes removal of the existing asphalt, landscaping with a mix of low maintenance and drought tolerant plant materials, and construction of a 5-foot concrete walkway that will traverse the length of the site. The project applicant will repave portions of the Los Angeles County Flood Control District easement for maintenance purposes and enter into a use agreement with the Los Angeles County Flood Control District for landscaping of the remaining portions. Drainage swales will be included in site design to direct water away from Kettering Elementary School. Figure 3.9 provides a conceptual landscape plan for the proposed open space area. Maintenance of this area will be the responsibility of the City of Long Beach.

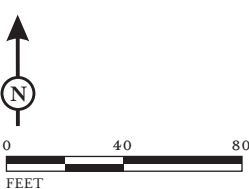
Landscaping will consist of a combination of trees, shrubs, and groundcover. All planted areas would be irrigated according to plant type and environmental exposure by an automatically controlled, electrically activated underground piped irrigation system for water conservation and to minimize erosion. All landscaping plans and irrigation systems would conform to City Zoning Code requirements for on-site landscaping and street trees. The landscaping plan for the project site at the intersection of Studebaker Road and Loynes Drive is presented in Figure 3.10, Conceptual Landscape Plan. The site plan was revised to include approximately 19,000 additional square feet of open space and landscaping. With the revisions, the proposed project landscaping and open space would cover approximately 27.55 percent (approximately 196,900 square feet) of the site. With inclusion of these parcels, approximately 33 percent (approximately 256,871 square feet) of the total project area would be dedicated to open space.

Plant material selections include weeping willows, magnolias, crape myrtles, white alders, and shrubs and ground cover, as shown in Figure 3.10. Maintenance of the project site (on Studebaker Road) landscaping would be the responsibility of the property owners or lessees. Trees planted within six feet of walks, curbs, or paving would be planted with a root barrier. All plantings would be finished with a 2-inch layer of shredded bark mulch.

No removal of street trees is planned, but if any trees on City property (e.g., street trees) are removed, a 2-to-1 replacement requirement applies.



LSA



SOURCE: Greenberg Farrow (3/17/06)

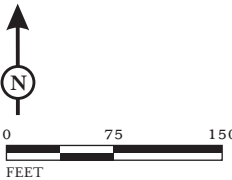
I:\CLB430A\G\Landscape\_Plan\_OS.cdr (5/23/06)

FIGURE 3.9

Home Depot East Long Beach  
Open Space Conceptual Landscape Plan



LSA



SOURCE: Greenberg Farrow (12/19/05)

I:\CLB430A\G\Landscape\_Plan\_Main.cdr (5/23/06)

FIGURE 3.10

Home Depot East Long Beach  
Conceptual Landscape Plan

**Construction Period and Grading.** Construction of the proposed project is anticipated to take approximately 8 to 12 months. Construction would involve demolition, clearing, grading, and construction of the proposed buildings and all site improvements. Demolition will include the removal of the LADWP AST and associated equipment and pipelines, the former hazardous material storage area, the hose storage building, the pig launching area<sup>1</sup>, Tanks 1–4, Tank 6, and associated aboveground and underground piping. Proposed grading would involve cut and fill grading techniques, consisting of approximately 40,460 cubic yards of cut and 18,490 cubic yards of fill to be used for the construction of on-site embankments, which would result in a net export of approximately 21,970 cubic yards of fill material. A preliminary grading plan for the site is shown in Figure 3.11.

### 3.4 DISCRETIONARY ACTIONS

The purpose of this EIR is to analyze the proposed development and activities further described and analyzed in Chapter 4.0, and it is intended to apply to all listed project approvals as well as to any other approvals necessary or desirable to implement the project.

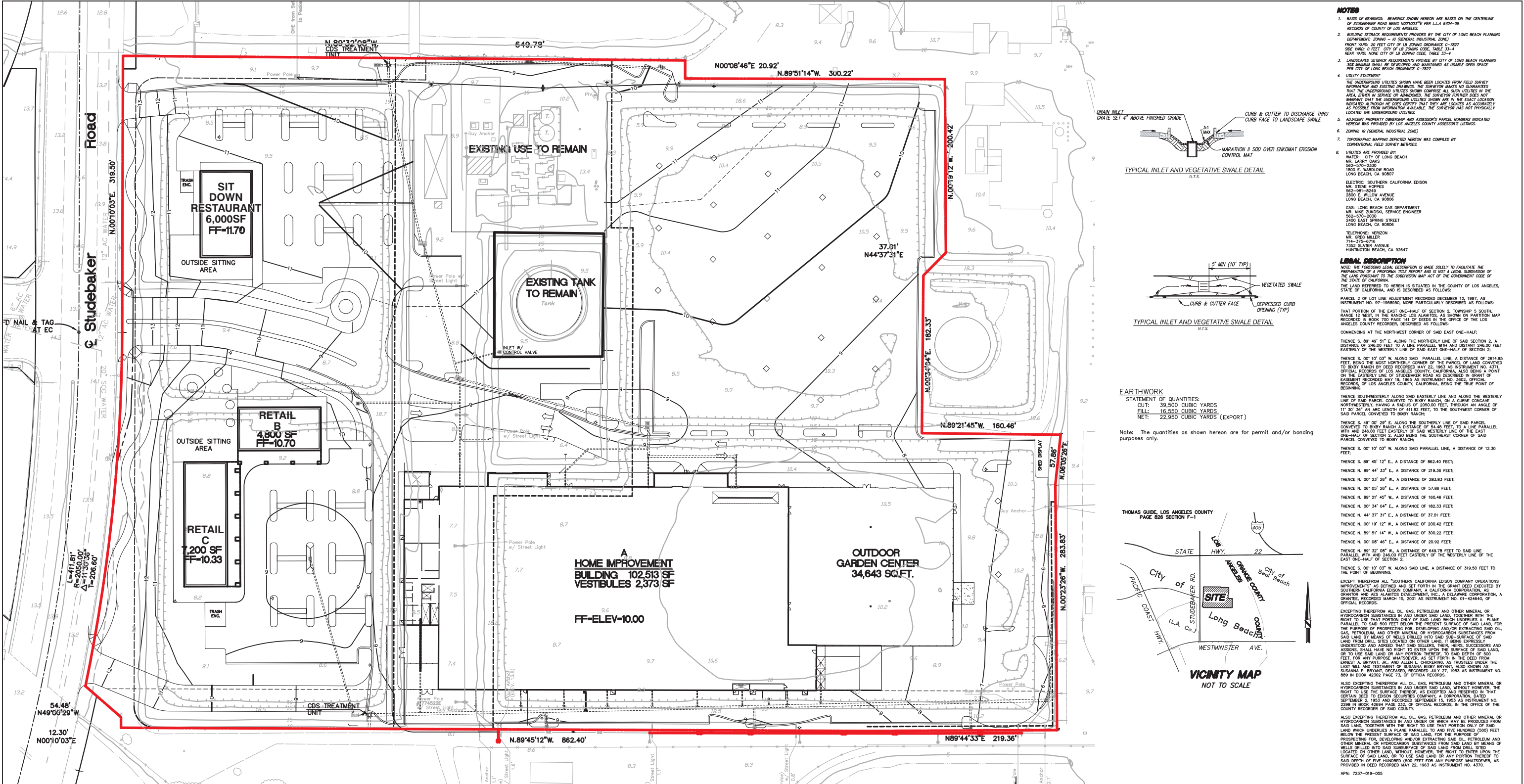
This EIR is intended to inform decision makers and the public of the environmental effects of implementing the proposed project and of the mitigation measures or alternatives available that lessen or avoid significant impacts. This EIR analyzes and documents the impacts of the proposed project and all discretionary and ministerial actions associated with the project. The City of Long Beach, as Lead Agency, will use this EIR in assessing the effects of the City actions detailed below.

Development of the proposed project will require discretionary approvals by the City of Long Beach, the Lead Agency, and by Responsible Agencies. The City's discretionary actions include the following:

- Local Coastal Development Permit (LCDP) to allow for the construction of the proposed retail-commercial development within a coastal area; the discharge of treated storm water into the Los Cerritos Channel; and the construction of a sewer force main along the bridge over the Cerritos Channel in Loynes Drive
- Conditional Use Permit to allow retail trade in Subarea 19 of PD-1 (SEADIP)
- Site Plan Review
- Signage Program for the retail-commercial center
- Standards Variances for the following:
  1. Exception from the City Municipal Code to permit the construction of the following curb cuts on Studebaker Road in lieu of the allowable 24-foot-0-inch-wide curb cuts:
    - a. A 68-foot-0-inch-wide curb cut at Loynes Drive
    - b. A 35-foot-0-inch-wide curb cut at the southern boundary of the site
    - c. A 30-foot-0-inch-wide curb cut at the northern boundary of the site

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<sup>1</sup> A series of piping and valves used to insert a “pig” into the pipelines to clean them.



**NOTES**

1. BASE OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF STUDEBAKER ROAD BEING NORTH 0° 00' 00" E PER L.L.A. 9704-09 RECORDS OF COUNTY OF LOS ANGELES.
2. BUILDING SETBACK REQUIREMENTS PROVIDED BY THE CITY OF LONG BEACH PLANNING DEPARTMENT ZONING - IS (GENERAL INDUSTRIAL ZONE) FRONT YARD: 20 FEET CITY OF L.B. ZONING ORDINANCE 6-1007 SIDE YARD: 0 FEET CITY OF L.B. ZONING CODE, TABLE 33-4 REAR YARD: NONE CITY OF L.B. ZONING CODE, TABLE 33-4
3. LANDSCAPED SETBACK REQUIREMENTS PROVIDED BY CITY OF LONG BEACH PLANNING 308 MINIMUM SHALL BE DEVELOPED AND MAINTAINED AS USABLE OPEN SPACE PER CITY OF LONG BEACH ORDINANCE 6-1007
4. UTILITY STATEMENT THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEY MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY PARTNER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEY HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
5. ADJACENT PROPERTY OWNERS AND ASSESSOR'S PARCEL NUMBERS INDICATED HEREON WAS PROVIDED BY LOS ANGELES COUNTY ASSESSOR'S LISTINGS.
6. ZONING: IS (GENERAL INDUSTRIAL ZONE)
7. TOPOGRAPHIC MAPPING DEPICTED HEREON WAS COMPILED BY CONVENTIONAL FIELD SURVEY METHODS.
8. UTILITIES ARE PROVIDED BY: WATER: CITY OF LONG BEACH LARRY DAVIS 562-570-2330 1800 E. WARDLOW ROAD LONG BEACH, CA 90801 GAS: LONG BEACH GAS DEPARTMENT 562-570-2330 2400 EAST SPRING STREET LONG BEACH, CA 90806 TELEPHONE: VERIZON MR. GREG MILLER 714-375-6716 7352 SLATER AVENUE HUNTINGTON BEACH, CA 92647

**LEGAL DESCRIPTION**

NOTE: THE FOREGOING LEGAL DESCRIPTION IS MADE SOLELY TO FACILITATE THE PREPARATION OF A PROFORMA TITLE REPORT AND IS NOT A LEGAL SUBDIVISION OF THE LAND PURSUANT TO THE SUBDIVISION MAP ACT OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA.

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF LOT LINE ADJUSTMENT RECORDED DECEMBER 12, 1997, AS INSTRUMENT NO. 97-1958950, MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF THE EAST ONE-HALF OF SECTION 2, TOWNSHIP 3 SOUTH, RANGE 12 WEST, IN THE RANCHO LOS ALAMITOS, AS SHOWN ON PARTITION MAP RECORDED IN BOOK 735 PAGE 141 OF RECORDS IN THE OFFICE OF THE LOS ANGELES COUNTY RECORDER, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID EAST ONE-HALF; THENCE S. 89° 49' 51" E. ALONG THE NORTHERLY LINE OF SAID SECTION 2, A DISTANCE OF 246.00 FEET TO A LINE PARALLEL WITH AND DISTANT 246.00 FEET EASTERLY OF THE WESTERLY LINE OF SAID EAST ONE-HALF OF SECTION 2; THENCE S. 00° 10' 03" W. ALONG SAID PARALLEL LINE, A DISTANCE OF 2614.95 FEET, BEING THE MOST NORTHERLY CORNER OF THE PARCEL OF LAND CONVEYED TO BIXBY RANCH BY DEED RECORDED MAY 22, 1963 AS INSTRUMENT NO. 4371, OFFICIAL RECORDS OF LOS ANGELES COUNTY, CALIFORNIA, ALSO BEING A POINT ON THE EASTERLY LINE OF STUDEBAKER ROAD, AS DESCRIBED IN GRANT OF EASEMENT RECORDED MAY 19, 1965 AS INSTRUMENT NO. 3602, OFFICIAL RECORDS OF LOS ANGELES COUNTY, CALIFORNIA, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTHWESTERLY ALONG SAID EASTERLY LINE AND ALONG THE WESTERLY LINE OF SAID PARCEL CONVEYED TO BIXBY RANCH, ON A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 2050.00 FEET, THROUGH AN ANGLE OF 11° 30' 36" AN ARC LENGTH OF 414.82 FEET, TO THE SOUTHWEST CORNER OF SAID PARCEL CONVEYED TO BIXBY RANCH; THENCE S. 49° 00' 29" E. ALONG THE SOUTHERLY LINE OF SAID PARCEL CONVEYED TO BIXBY RANCH A DISTANCE OF 54.46 FEET, TO A LINE PARALLEL WITH AND 246.00 FEET EASTERLY OF SAID WESTERLY LINE OF THE EAST ONE-HALF OF SECTION 2, ALSO BEING THE SOUTHEAST CORNER OF SAID PARCEL CONVEYED TO BIXBY RANCH; THENCE S. 00° 10' 03" W. ALONG SAID PARALLEL LINE, A DISTANCE OF 12.30 FEET; THENCE S. 89° 45' 12" E., A DISTANCE OF 862.40 FEET; THENCE N. 89° 44' 33" E., A DISTANCE OF 219.36 FEET; THENCE N. 00° 23' 26" W., A DISTANCE OF 283.83 FEET; THENCE N. 08° 05' 28" E., A DISTANCE OF 57.86 FEET; THENCE N. 89° 21' 45" W., A DISTANCE OF 160.46 FEET; THENCE N. 00° 34' 04" E., A DISTANCE OF 182.33 FEET; THENCE N. 44° 37' 31" E., A DISTANCE OF 37.01 FEET; THENCE N. 00° 19' 12" W., A DISTANCE OF 200.42 FEET; THENCE N. 89° 51' 14" W., A DISTANCE OF 300.22 FEET; THENCE N. 00° 08' 46" E., A DISTANCE OF 20.92 FEET; THENCE N. 89° 32' 08" W., A DISTANCE OF 649.78 FEET TO SAID LINE PARALLEL WITH AND 246.00 FEET EASTERLY OF THE WESTERLY LINE OF THE EAST ONE-HALF OF SECTION 2; THENCE S. 00° 10' 03" W. ALONG SAID LINE, A DISTANCE OF 319.50 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ALL "SOUTHERN CALIFORNIA EDISON COMPANY OPERATIONS IMPROVEMENTS" AS DEFINED AND SET FORTH IN THE GRANT DEED EXECUTED BY SOUTHERN CALIFORNIA EDISON COMPANY, A CALIFORNIA CORPORATION, AS GRANTOR AND AES ALAMITOS DEVELOPMENT, INC., A DELAWARE CORPORATION, A GRANTEE, RECORDED MARCH 15, 2001 AS INSTRUMENT NO. 01-404640, OF OFFICIAL RECORDS.

EXCEPTING THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER MINERAL, OR HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, TOGETHER WITH THE RIGHT TO USE THAT PORTION ONLY OF SAID LAND WHICH UNDERLIES A PLANE PARALLEL TO SAID 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND, FOR THE PURPOSE OF PROSPECTING FOR, DEVELOPING AND/OR EXTRACTING SAID OIL, GAS, PETROLEUM, AND OTHER MINERAL, OR HYDROCARBON SUBSTANCES FROM SAID LAND BY MEANS OF WELLS DRILLED INTO SAID SUB-SURFACE OF SAID LAND FROM DRILL SITES LOCATED ON OTHER LAND, IT BEING EXPRESSLY UNDERSTOOD AND AGREED THAT SAID SELLERS, THEIR HEIRS, SUCCESSORS AND ASSIGNS, SHALL HAVE NO RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, OR TO USE SAID LAND OR ANY PORTION THEREOF, TO SAID DEPTH OF 500 FEET, FOR ANY PURPOSE WHATSOEVER, AS SET FORTH IN THE DEED FROM ERNEST A. BRYANT, JR., AND ALLEN L. CHICKERING, AS TRUSTEES UNDER THE LAST WILL AND TESTAMENT OF SUSANNA BIRBY BRYANT, ALSO KNOWN AS SUSANNA P. BRYANT, DECEASED, RECORDED JULY 27, 1953 AS INSTRUMENT NO. 889 IN BOOK 42322 PAGE 73, OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER MINERAL, OR HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, WITHOUT HOWEVER, THE RIGHT TO USE THE SURFACE THEREOF, AS EXCEPTED AND RESERVED IN THAT CERTAIN DEED TO EDISON SECURITIES COMPANY, A CORPORATION, DATED SEPTEMBER 2, 1953 AND RECORDED SEPTEMBER 15, 1953 AS INSTRUMENT NO. 2298 IN BOOK 42694 PAGE 232, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

ALSO EXCEPTING THEREFROM ALL OIL, GAS, PETROLEUM AND OTHER MINERAL, OR HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, TOGETHER WITH THE RIGHT TO USE THAT PORTION ONLY OF SAID LAND WHICH UNDERLIES A PLANE PARALLEL TO AND FIVE HUNDRED (500) FEET BELOW THE PRESENT SURFACE OF SAID LAND, FOR THE PURPOSE OF PROSPECTING FOR, DEVELOPING AND/OR EXTRACTING SAID OIL, PETROLEUM AND OTHER MINERAL, OR HYDROCARBON SUBSTANCES FROM SAID LAND BY MEANS OF WELLS DRILLED INTO SAID SUBSURFACE OF SAID LAND FROM DRILL SITES LOCATED ON OTHER LAND, WITHOUT HOWEVER, THE RIGHT TO ENTER UPON THE SURFACE OF SAID LAND, OR TO USE SAID LAND OR ANY PORTION THEREOF TO SAID DEPTH OF FIVE HUNDRED (500) FEET FOR ANY PURPOSE WHATSOEVER, AS PROVIDED IN DEED RECORDED MAY 22, 1963 AS INSTRUMENT NO. 4370.

APR: 7237-019-005

FIGURE 3.11

2. Exception from City Ordinance No. C-7827 to permit development in PD-1 (SEADIP) with less than 30 percent of the site to be retained for usable open space.
- Tentative Parcel Map

### Other Ministerial City Actions

Ministerial permits/approvals, such as demolition and grading permits, building permits, and street work permits would be issued by the City to allow site preparation and construction of the proposed project and off-site project infrastructure. A ministerial permit will also be required to remove all existing trees from City-owned property, including trees in City parkways, if they cannot be incorporated into project landscaping.

### Probable Future Actions by Responsible Agencies

Because the project also involves approvals, permits, or authorization from other agencies, these agencies are “Responsible Agencies” under CEQA. Section 15381 of the CEQA Guidelines defines Responsible Agencies as public agencies other than the Lead Agency that will have discretionary approval power over the project or some component of the project, including mitigation. Responsible Agencies having permitting or approval authority for some aspect of the project have been identified in Table 3.C.

**Table 3.C: Probable Future Actions by Responsible Agencies**

Responsible Agency	Action
State Water Resources Control Board	Applicant must submit a Notice of Intent (NOI) to Comply with the General Construction Activity National Pollution Discharge Elimination System Permit (NPDES)
County Sanitation Districts of Los Angeles County	Annexation of proposed project site to Sanitation District No. 3
City of Long Beach Water Department	Installation of sewer pipes from lift station to connection in Vista Street
California Department of Oil, Gas, and Geothermal Resources/City of Long Beach Department of Oil Properties	Petroleum pipeline relocation and abandonment
South Coast Air Quality Management District (SCAQMD)	Permit for operation of a diesel-powered emergency generator

## 3.5 IMPLEMENTATION/PHASING

The proposed project is planned for development in a single phase, including site preparation, grading, trenching, installation and connection of utilities, construction of access and parking, perimeter landscaping, and connection of on-site public utilities to utilities into the public street rights-of-way. Traffic circulation, storm water drainage, water, electrical, gas, and sewer system improvements will be integrated with the existing City and utility-owned infrastructure, as necessary.

### 3.6 PROJECT OBJECTIVES

Pursuant to Section 15124 of the CEQA Guidelines, the description of the proposed project contains a statement of the objectives of the proposed project and the underlying purpose of the project. The project objectives are based on Home Depot's Value Statement and the specific project objectives of the landowner and applicant. The objectives sought by the proposed project are as follows:

- Provide a conveniently located commercial retail center that includes a home improvement store as well as other retail center amenities that serve the needs of local residents, commercial and industrial developers, businesses, and employers in south Long Beach.
- Allow for the transition of the project site from brownfield to new uses that can provide jobs and economic activities that promote economic revitalization and growth in conjunction with the goals, programs, and policies included in the City of Long Beach's General Plan and PD-1 (SEADIP).
- Provide an economical reuse of the project site while minimizing adverse impacts to surrounding properties.
- Design and implement comprehensive site development standards that minimize adverse impacts to the environment through sensitive land use planning and design features.
- Enhance the economic vitality of the City of Long Beach and provide property tax, sales tax, and other revenue opportunities.

### 3.7 COMPARISON OF SITE PLANS

As previously stated, the purpose of this Recirculated Draft EIR is to inform decision makers and the general public of any significant adverse environmental effects associated with the proposed revised site plan for the East Long Beach Home Depot and to articulate differences between the project as currently revised and the project reviewed in the DEIR 2005. Table 3.D summarizes the differences between the projects analyzed in the DEIR 2005 and the project being analyzed in this document.

Potential environmental effects of the project related to the inclusion of the 1.37-acre site at the intersection of 7th Street and Silvera Avenue are addressed in Section 5.0 of this document. It should also be noted that the project, as analyzed in DEIR 2005, included a sewer line extension across the Los Cerritos Channel Street bridge (Loynes Drive) and installation of an 8-inch parallel line from the intersection of Vista Street and Daroca Street to the first manhole in the golf course. Therefore, potential impacts related to sewer line extension were included as part of the project analyzed in DEIR 2005. Refer to Section 4.10 of this document for additional analysis and discussion of this topic.

#### Summary of Physical Changes to the Project

Physical changes to the East Long Beach Home Depot project are summarized in Table 2.D. Revisions to the project resulting from changes to the site plan include the following:

- **Site Plan.** To accommodate approximately 19,000 additional square feet of on-site landscaping, parking aisles were reconfigured to the west of (adjacent to) the Home Depot building. In addition, 12 parking spaces were added on site.
- **Open Space.** Addition of 1.37 acres southeast of the intersection of 7th Street and Silvera Avenue. This area will be landscaped, and 0.63 acre will be deeded to the City of Long Beach for inclusion in its inventory of open space.
- **Sanitary Sewer Connection.** Replacement of 265 feet of an existing 8-inch-diameter sewer line with a 10-inch-diameter sewer line in Vista Street between Daroca Street and Margo Street. Replacement of 261 feet of an 8-inch-diameter sewer line with a 10-inch-diameter sewer line between the manhole at Daroca Street and Vista Street and the first manhole in the golf course.

**Table 3.D: Comparison of Differences between the Site Plan Analyzed in DEIR 2005 and the Proposed Revised Site Plan**

<b>Project as Analyzed in the DEIR 2005</b>	<b>Revised Site Plan</b>	<b>Change</b>
<ol style="list-style-type: none"> <li>Exception from the Long Beach Municipal Code to permit the construction of the following curb cuts on Studebaker Road in lieu of the allowable 24-foot-0-inch-wide curb cuts <ul style="list-style-type: none"> <li>A 66-foot-0-inch-wide curb cut at Loynes Drive</li> <li>A 35-foot-0-inch-wide curb cut at the southern boundary of the site</li> <li>A 30-foot-0-inch-wide curb cut at the northern boundary of the site</li> </ul> </li> <li>Exception from Long Beach Ordinance No. C-7827 to permit development in PD-1 (SEADIP) with less than 30 percent of the site to be retained for usable open space</li> <li>Exception from Long Beach Municipal Code Section 21.44.070 to permit the display of a 6-foot-wide by 10-foot-long government flag in lieu of the allowable 6-foot-wide by 6-foot-long government flag</li> <li>Exception from Long Beach Municipal Code Section 21.33.130 to permit a flagpole to be placed on the roof of a building that exceeds the allowable height limit of 35 feet by 15 feet in lieu of the allowable 10 feet</li> </ol>	<ol style="list-style-type: none"> <li>Exception from the Long Beach Municipal Code to permit the construction of the following curb cuts on Studebaker Road in lieu of the allowable 24-foot-0-inch-wide curb cuts <ul style="list-style-type: none"> <li>A 68-foot-0-inch-wide curb cut at Loynes Drive</li> <li>A 35-foot-0-inch-wide curb cut at the southern boundary of the site</li> <li>A 30-foot-0-inch-wide curb cut at the northern boundary of the site</li> </ul> </li> <li>Exception from Long Beach Ordinance No. C-7827 to permit development in PD-1 (SEADIP) with less than 30 percent of the site to be retained for usable open space</li> </ol>	<ul style="list-style-type: none"> <li>68 foot curb cuts.</li> <li>Variances for flag and flag pole are no longer requested.</li> </ul>
<ul style="list-style-type: none"> <li>Three vehicular access driveways</li> <li>742 parking spaces</li> <li>Streetscape improvements to the east side of Studebaker Road, including a 10-foot-wide sidewalk, parkway, and street right-of-way dedication</li> <li>Studebaker Road/Loynes Drive: Add a westbound left-turn lane, westbound right-turn lane, and a westbound through lane</li> <li>Restripe northbound Studebaker Road between the driveway and SR-22 to provide three through lanes</li> <li>Install a traffic signal interconnect along Studebaker Road from 2nd Street to the westbound SR-22 ramp signal (requires Caltrans approval)</li> <li>Develop and implement (with Caltrans) new traffic coordination timing for Studebaker</li> </ul>	<ul style="list-style-type: none"> <li>Three vehicular access driveways</li> <li>754 parking spaces</li> <li>Design and construct pedestrian access (sidewalk or other clear off-street pedestrian path) from Loynes Drive and Palo Verde Street to the project site across the Loynes Drive Bridge just west of Studebaker Road</li> </ul>	<ul style="list-style-type: none"> <li>12 parking spaces were added.</li> <li>Remaining Transportation and Circulation PDFs in DEIR 2005 were incorporated into Mitigation Measures 4.11.2 through 4.11.9.</li> </ul>

Project as Analyzed in the DEIR 2005	Revised Site Plan	Change
<p>Road for both weekday and weekend traffic conditions</p> <ul style="list-style-type: none"> <li>Develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect</li> <li>Develop and implement (with Caltrans) new traffic signal coordination timing along Pacific Coast Highway between Studebaker Road and 7th Street for both weekday and weekend traffic conditions</li> <li>Design and construct pedestrian access across the Loynes Drive Bridge just west of Studebaker Road</li> <li>Design and stripe bike lane on Loynes Drive from Studebaker Road to Pacific Coast Highway, including new bicycle push buttons at Pacific Coast Highway/Loynes Drive and Studebaker Road/Loynes Drive</li> </ul>		<ul style="list-style-type: none"> <li>Bike lane on Loynes Drive is no longer proposed.</li> </ul>
<ul style="list-style-type: none"> <li>104,886-square-foot home improvement store</li> <li>34,643-square-foot garden center</li> <li>Loading area/loading dock</li> </ul>	<ul style="list-style-type: none"> <li>102,513-square-foot home improvement store with 2,373 sf vestibules</li> <li>34,643-square-foot garden center</li> <li>Loading area/loading dock</li> </ul>	<p>No change. Vestibules not calculated as part of building square footage.</p>
<ul style="list-style-type: none"> <li>Parkway landscaping</li> <li>Perimeter landscaping</li> <li>Parking lot landscaping</li> <li>On-site landscaping</li> </ul>	<ul style="list-style-type: none"> <li>Parkway landscaping</li> <li>Perimeter landscaping</li> <li>Parking lot landscaping</li> <li>On-site landscaping</li> <li>Landscaping of 1.37-acre site located southeast of the intersection of East 7th Street and Silvera Avenue, adjacent to the Channel View Park bike path</li> </ul>	<p>Approximately 19,000 square feet of landscaping has been added on site and 1.37 acre of off-site open space/landscaping has been added</p>
<ul style="list-style-type: none"> <li>Construction and operation of a private lift station with hydropneumatic pumps and a concrete-lined holding tank with odor control system</li> <li>Four-inch force main construction from project site to connection in Vista Street</li> <li>Eight-inch sewer line paralleling existing sewer line in Vista Street</li> </ul>	<ul style="list-style-type: none"> <li>Construction and operation of a private lift station with grinder pumps and a concrete-lined holding tank with odor control system</li> <li>Two-inch low-pressure pipeline (force main) construction from project site to a connection near the intersection of Loynes Drive and Vista Street</li> <li>Replacement of 265 feet of an existing 8-inch public sewer line with a 10-inch sewer line in Vista Street between Daroca Street and Margo Street</li> <li>Replacement of 261 feet of a 8-inch sewer line with a 10-inch-diameter sewer line between the manhole at Daroca Street and Vista Street and the first manhole in the golf course</li> </ul>	<p>Sewer replacement in Vista Street</p> <ul style="list-style-type: none"> <li>Increase capacity of existing sewer lines</li> </ul>

## **4.0 RECIRCULATED DRAFT EIR IMPACT SECTIONS**

After circulation of DEIR 2005, changes were made to elements of the proposed project that required additional analysis pursuant to State CEQA Guidelines. This document, the Recirculated Draft EIR, contains a revised project description section, and additional environmental analysis for the proposed project. Two impact sections of DEIR 2005 have been revised and are being recirculated for public review in their entirety, the Hazards and Hazardous Materials section, and the Public Services and Utilities section. These sections are included in Chapter 4.0. Additional new or updated information is included for the proposed off-site open space (Chapter 5.0) and for other CEQA topics (Chapter 6.0).

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## 4.6 HAZARDS AND HAZARDOUS MATERIALS

This section addresses potential hazardous materials impacts to human health and the environment at the project site as a result of implementation of the proposed project. The information contained in this section is based on the *Phase I Environmental Site Assessment with Preliminary Methane Soil Gas and Air Sampling* report prepared by MISSION Geoscience, Inc. (MISSION) (Appendix F of DEIR 2005) and the *Phase I Environmental Site Assessment, Two Vacant Parcels Associated with the Proposed Home Depot Development*, prepared by GeoSyntec Consultants (GeoSyntec) (Appendix B of this Recirculated EIR).

### 4.6.1 EXISTING ENVIRONMENTAL SETTING

The proposed Home Depot site is an aboveground storage tank (AST) farm and is surrounded by seven units and associated support facilities that constitute the Alamitos Generating Station (AGS), a natural gas fired steam plant that generates electrical energy. AGS was formerly owned by Southern California Edison (SCE), but was sold to AES Alamitos, LLC (AES) as part of deregulation activities. The project site is owned by Studebaker LB, LLC. The site also contains pumping and distribution equipment and pipelines for petroleum-based fuel distribution. Another AST farm, connected to the site via pipelines, is located south of the site. A former hazardous materials storage facility is located adjacent to the hose house in the northern portion of the project site and west of the existing pumping and distribution facility (Figure 4.6.1).

#### Aboveground Storage Tanks

The tank farm consists of four large and two small ASTs and associated pipelines and pumping facilities. The four large ASTs have storage capacities of approximately 5.9 million gallons (Tank Nos. 1 and 2) and 9.4 million gallons (Tank Nos. 3 and 4). The large tanks reportedly contain No. 6 fuel oil and the smaller tanks contain cutter stock fuel oil. The capacities of each of the two smaller tanks are 1.2 million gallons and 840,000 gallons, respectively. Each of the tanks is enclosed by an approximate 10-foot-high earthen containment berm. The tanks are constructed of steel, with insulation between the steel and the outer fiberglass shell. The ground surface around the tanks is paved with asphalt. Along the inner side of the berms are drainage systems and containment area gate valves. During the site visit on January 27, 2004, the tanks and the pipeline directly connected to the tanks were observed to be inactive, partly damaged, and exposing the inner insulation materials. The asphalt-paved surfaces around the tanks are deteriorated, exposing the gravel base. According to the property owner, Tank Nos. 1–3 are empty, and Tank No. 4 contains approximately 30 inches of water and oil that was transferred from Tank Nos. 1–3.<sup>1</sup> An empty concrete-lined sump area was noted east of Tank No. 1.

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<sup>1</sup> Communication with David Mackenbach, Studebaker LB, LLC, January 27, 2004.

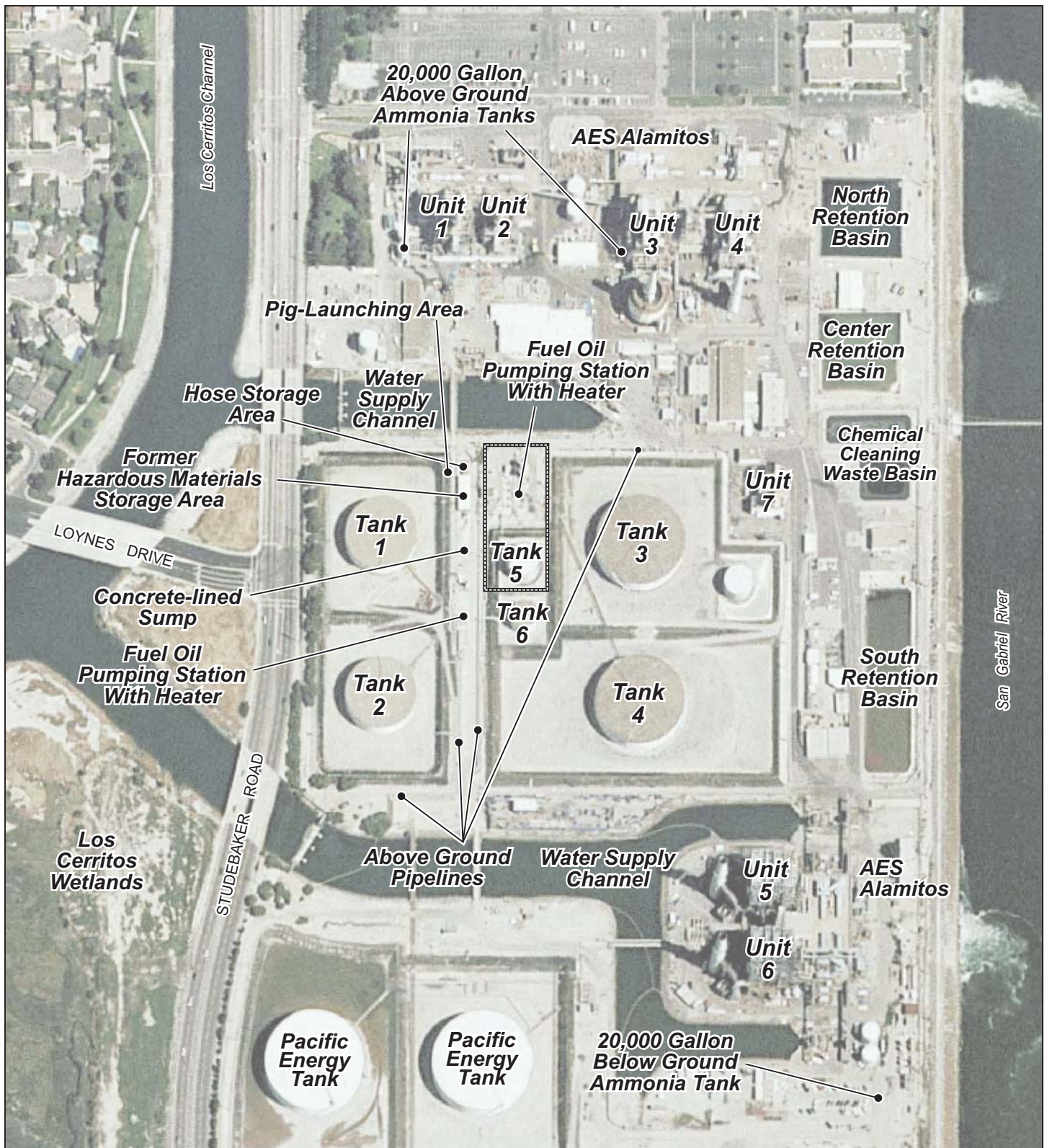


FIGURE 4.6.1

LSA



0 150 300 FEET  
0 45.7 91.5 METERS

LEGEND

- Tank 5 and Equipment to Remain  
Some Locations Approximate

Home Depot East Long Beach  
Existing Facilities

SOURCES: Eagle Aerial; URS Corp. (Risk Management Plan); Mission Geoscience (Phase I Report)

I:\CLB430A\G\Existing Facilities.cdr (5/16/06)

As reported in the Phase I Report (Appendix F of DEIR 2005), a review of readily available environmental reports provided by the project developer indicated that shallow soils beneath the on-site ASTs have been impacted by petroleum hydrocarbons (No. 6 fuel oil). Arsenic was also reported to have impacted the shallow soils around Tank Nos. 1, 2, and 4.

### **Methane Soil Gas and Air Sampling**

MISSION conducted a preliminary methane soil gas investigation at the site on March 1, 2004. Methane soil gas concentrations were detected within the Tank No. 4 area at concentrations as high as 40,000 ppm in air by volume (Figure 4.6.2). This level of concentration exceeds the current regulatory threshold of 5,000 ppm; therefore, MISSION concluded that the presence of methane in the shallow soils of the areas investigated constitutes a potential health and safety hazard for the project site.

MISSION collected two on-site and one off-site air samples to determine air quality at the project site and vicinity on March 1, 2004. These samples were analyzed for volatile organic compounds (VOCs) and methane. None of the target volatile constituents or methane was detected at concentrations equal to or above their respective reporting detection limits in the air samples collected (Appendix F of the Phase I report). A review of South Coast Air Quality Management District (SCAQMD) records (Appendix B of the Phase I report) indicated that regular facility inspections and air emissions surveillance by SCAQMD are on-going in accordance with permit requirements. Because the air samples collected by MISSION in March 2004 did not detect VOCs or methane and AGS is subject to regular inspections by SCAQMD, MISSION concluded that air quality at the project site is not currently considered an environmental concern for the project site.

### **Polychlorinated Biphenyls (PCBs)**

Standard equipment generally suspected of potentially containing PCBs includes industrial-capacity transformers, fluorescent light ballasts, and oil-cooled machinery. All PCB-designated transformers were required to be replaced with non PCB-designated transformers after PCBs were designated as a carcinogen by the Environmental Protection Agency (EPA) in 1977. Transformers are currently classified as PCB-containing if their cooling oils contain greater than 50 milligrams per liter total PCBs.

During MISSION's site visit on January 27, 2004, four concrete pad-mounted transformers were observed, two of which were inactive. No indications of leaks or spills were observed within the vicinity of the transformers during the site visit. Three of the transformers are located within the pumping facility along the northern portion of the project site and would remain in operation. The fourth transformer was observed south of the former hazardous materials storage area. Because the transformers on the project site are suspected to contain PCB-containing oil, and due to the possibility of past leaks or spills, these transformers are considered a potential environmental concern until proven otherwise.

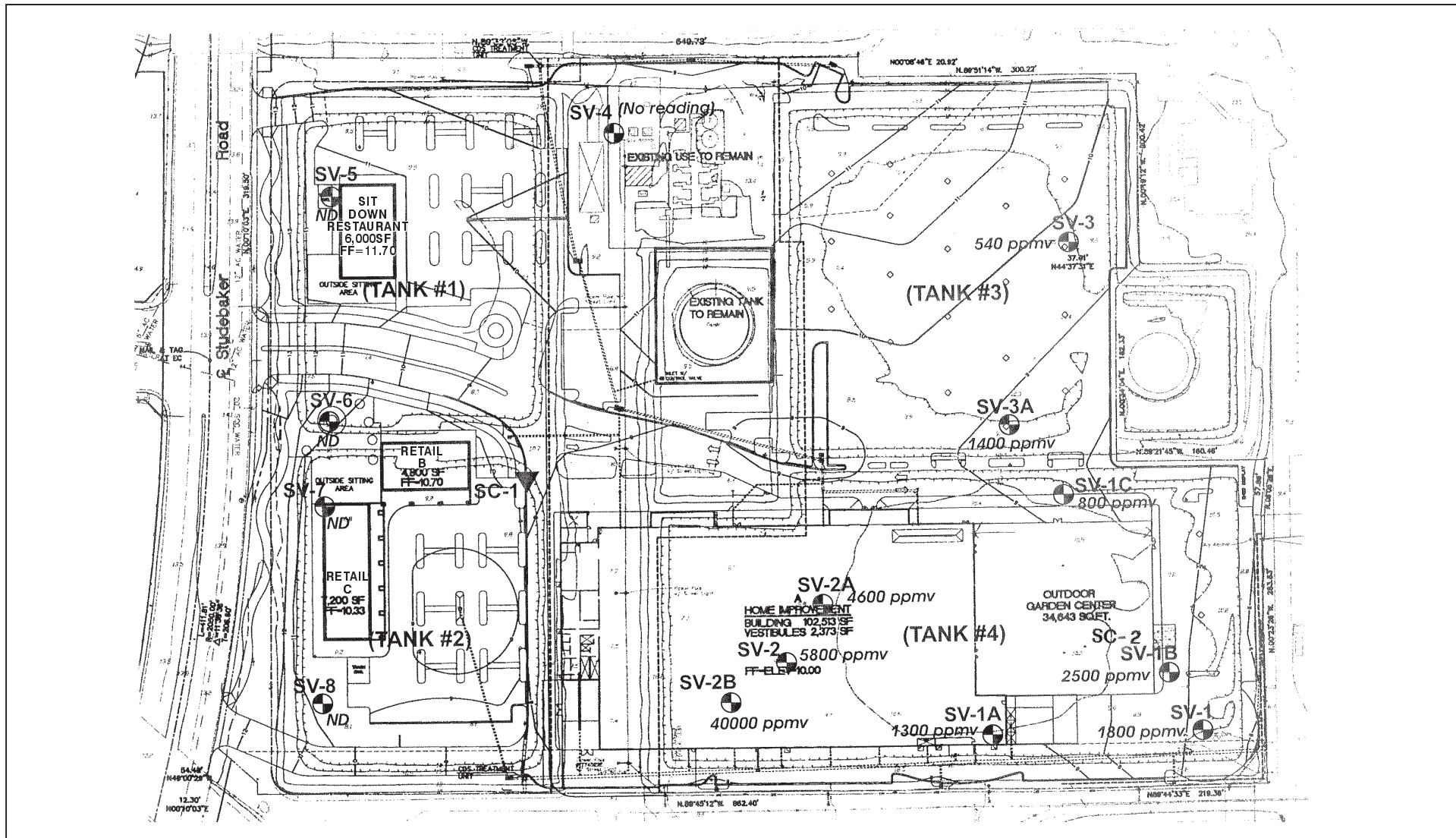


FIGURE 4.6.2

LSA



0 75 150  
FEET

**LEGEND:**

- SV-8**  

 Approx. MISSION's soil vapor probe location indicating methane concentration in ppmv. ppmv=parts per million of gas volume. ND=methane is not detected at concentration equal to or above method reporting limit.
- SC-1**  

 Approx. Summa canister air sample location.

Home Depot East Long Beach  
Methane Concentrations

SOURCE: Madison Civil Engineering/Land Surveying; Mission Geoscience (Phase I Report)

I:\CLB430A\G\Methane Concentrations.cdr (5/16/06)

### **Asbestos-Containing Materials (ACMs)**

MISSION observed exposed suspected ACMs between the inner steel and the outer fiberglass liners of the tanks and around the associated aboveground piping. Warning signs were observed at the project site regarding the presence of ACMs during the site visit.

### **Lead-Based Paint (LBP)**

Buildings and structures constructed prior to 1978 are presumed to contain LBP. LBP has potentially been applied to the ASTs, associated equipment, the hazardous materials storage area, and the hose storage room.

### **Alamitos Generating Station**

In 1995, the Department of Toxic Substances Control (DTSC) received a judgment against SCE for storing and treating hazardous waste at AGS (as well as other generating stations in Southern California) for several years in surface impoundments without a hazardous waste facility permit.<sup>1</sup> Since this time, these impoundments have been subject to the requirements of the Resource Conservation and Recovery Act (RCRA; discussed in Section 4.6.2, below) for closure and corrective action under DTSC oversight. As reported in the Phase I report (Appendix F of DEIR 2005) discharges into the surface impoundments (reported under the toxic pits database) ceased as of February 26, 1995.

AES purchased AGS from SCE on May 18, 1998. As reported in the Phase I report (Appendix F of DEIR 2005), three incidents of accidental releases/spills were reported (April 12, 1999; December 6, 1997; and August 20, 1998), consisting of spills of fuel oil, oil, and No. 6 fuel oil, respectively (Appendix B of the Phase I report). Because these spills were reportedly contained and cleaned up, MISSION concluded that they did not represent a recognized environmental concern for the project site.

A June 11, 2002, a Compliance Evaluation Inspection conducted by DTSC staff at AGS did not report any violations.<sup>2</sup> MISSION determined that due to the proximity of the project site to the surface impoundments, there is the potential for groundwater at the site to be contaminated from past releases.

On August 22, 2005, after release of the Home Depot DEIR for public review, DTSC sent a letter to several generating station owners indicating that 11 generating stations formerly owned and operated by SCE, including AGS, are subject to the Final Judgment of Stipulation, mentioned above, for corrective action for past releases of hazardous wastes. The letter states that new landowners acquire liability for needed closure and corrective action. The letter also requests a meeting with owners in order to enter into a Corrective Action Consent Agreement "detailing the activities to be performed and reimbursement for DTSC oversight, site access, ownership changes, the need for land use

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<sup>1</sup> Final Judgment Pursuant to Stipulation between DTSC and SCE, February 1, 1995.

<sup>2</sup> DTSC. Southern California Edison Inspection Report. June 11, 2002. (Appendix B of the Phase I report).

covenants for sites that cannot be remediated to unrestricted use, and schedules for investigation and remediation.”<sup>1</sup>

AGS utilizes hazardous materials in its day-to-day operations and is regulated by the EPA, SCAQMD, and the Certified Unified Program Agency (CUPA) as well as other agencies. Aqueous ammonia is utilized as a scrubbing agent to reduce nitrous oxide(s) (NO<sub>x</sub>) emissions to the surrounding air as required by the SCAQMD permit. Three aboveground 20,000-gallon storage tanks provide ammonia for Units 1, 2, 3, and 4. One belowground 20,000-gallon tank provides ammonia for Units 5 and 6.<sup>2</sup> Tank locations are shown in Figure 4.6.1.

### **Corrective Action for the Proposed Home Depot Site**

The project applicant purchased the project site from AES on December 5, 2002. The surface impoundments (basins on Figure 4.6.1) at AGS are not located on the parcel (project site) sold to the project applicant; however, DTSC notified the City by telephone in July 2005 that DTSC retains authority over the corrective action and closure activities on the project site as well as AGS because both sites were once part of the same property. The project applicant is in the process of entering into a Corrective Action Consent Agreement with DTSC in connection with DTSC’s oversight of the phased corrective action activities to be conducted by the project applicant at the project site. Corrective action and closure of the AGS are being implemented independently by SCE.

### **Open Space Site at 7th Street and Silvera Avenue**

The proposed open space site is vacant except for wooden sheds (pump houses) and water equipment vaults. The GeoSyntec Phase I report (Appendix C of this Recirculated EIR) stated that hazardous materials, tanks, and waste discharge were not observed at the open space site during the reconnaissance and that no evidence of recognized environmental conditions resulting from historical onsite activities was identified. In addition, GeoSyntec found that there was no evidence that off-site activities had adversely affected the open space site.

## **4.6.2 REGULATORY REQUIREMENTS**

### **State and Federal**

**Hazardous Materials.** The federal Toxic Substances Control Act (TSCA) of 1976 regulates chemical substances, which are substances and mixtures that might pose unreasonable risks of injury to human health or the environment. TSCA authorizes EPA to require manufacturers to test their chemical products to determine their “toxic effects” and provide this information to EPA for agency review before commercial manufacture is permitted.

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<sup>1</sup> DTSC. Notification of Resource Conservation and Recovery Act (RCRA) Requirements for Closure and Corrective Action at the Former Southern California Edison Generating Stations. August 22, 2005.

<sup>2</sup> URS Corporation. Risk Management Program, SCR Systems and Aqueous Ammonia Storage Tanks. October 2002.

Businesses that utilize hazardous materials are subject to Emergency Planning and Community Right-to-Know (Proposition 65) requirements as set forth in Title III of the Superfund Amendments and Reauthorization Act (SARA) and the California Waters Bill. These regulations require worker notification of hazardous substances in the workplace. The proposed Home Depot Center, retail businesses, and restaurant are subject to these requirements.

The State Waters Bill (AB 2185, et al.), set forth in the California Health and Safety Code Sections 25500–25545, requires businesses that utilize hazardous materials above certain thresholds to prepare on-site “business plans” for possible emergencies involving those materials and to provide copies of the plans to local emergency response agencies. The business plan must include an Inventory List and an Emergency Action Plan. Minimum thresholds are as follows:

- Liquids: 55 gallons
- Solids: 500 pounds
- Compressed gases: 200 cubic feet (measured at standard temperature and pressure)
- Radioactive: quantities that exceed Nuclear Regulatory Commission thresholds requiring the preparation of emergency plans (10 CFR Parts 30, 40, and 70).

Exemptions from these thresholds include the following:

- Hazardous materials stored as consumer packages for direct distribution to the general public
- Up to 1,000 cubic feet of oxygen, nitrous oxide, and/or nitrogen stored by physicians, dentists, podiatrists, veterinarians, and pharmacists
- Up to 55 gallons of any lubricating oil and up to 275 gallons of all lubricating oil stored by one business

The proposed Home Depot Center would store the quantities and types of hazardous materials typical of a home improvement center. These materials would include: paints, pesticides, solvents, oils, acids, and propane. It is not anticipated that the proposed project would meet the Waters Bill thresholds for storage of hazardous materials.

The Waters Bill requires an administering agency to oversee hazardous materials and waste laws. The CUPA implements program elements either directly or in coordination with affiliated Participating Agencies (PA). The Long Beach Department of Health and Human Services is the CUPA for businesses within the City, including the project site. Business Plans for operations subject to the Waters Bill are reviewed and approved by the CUPA. The CUPA also conducts inspections of these facilities. The Long Beach CUPA has the authority to require business plans for facilities that do not meet the minimum requirements if it determines that CUPA oversight is needed due to the type of facility or location.

**Hazardous Waste.** Federal and California laws provide for “cradle to grave” regulation of hazardous wastes; i.e., the regulations govern a hazardous waste from its point of generation to its point of disposal at an approved landfill or incinerating facility. The federal hazardous waste law is known as the Resource Conservation and Recovery Act of 1976 (RCRA) (40 CFR 240 et seq.). California has

merged its RCRA authority into ongoing implementation of the State Hazardous Waste Control Law (HWCL), which was initially adopted in 1972 (22 CCR sec 66260.1 et seq.).

The Environmental Protection Agency (EPA) has primary responsibility for implementing RCRA, and the California Department of Toxic Substances Control (DTSC) is the State's lead agency in implementing HWCL and RCRA provisions. California allows county and city health departments and other local agencies to implement certain HWCL provisions regulating hazardous waste generators under terms of Memoranda of Understanding (MOUs) with DTSC.

All RCRA-regulated and California-regulated hazardous waste must be recorded on hazardous waste manifests, with copies sent to DTSC. The manifest is a way of tracking hazardous waste from its inception to its disposal. The project site is subject to these requirements for disposal and transport of hazardous waste. Within its jurisdictional area, the CUPA receives copies of hazardous waste manifests for tracking purposes.

The City of Long Beach Fire Department provides emergency response for spills of hazardous materials or waste and conducts inspections with regard to storage of these substances. Oversight of remediation of soil and groundwater contamination is generally the responsibility of the Long Beach CUPA, the Local Enforcement Agency for State regulations. As mentioned above, DTSC has asserted oversight for remediation of soil and groundwater contamination at the project site. DTSC will consult with the Regional Water Quality Control Board (RWQCB) and the CUPA as necessary.

**Aboveground Storage Tanks.** In 1989, California adopted the Aboveground Petroleum Storage Act (the AST Act [California Health & Safety Code Section 25270 et seq.]). The AST Act requires facility registration, Spill Prevention Control and Countermeasure (SPCC) plans and, in certain cases, groundwater monitoring. The State Water Resources Control Board (SWRCB) and the RWQCB implement these requirements.

The Long Beach Fire Department is the oversight agency for AST installation and removal at the project site. The Fire Department will consult with DTSC and the CUPA as necessary.

**Occupational Safety and Health.** The federal Occupational Safety and Health Act of 1970 (OSH Act) (40 CFR 1902–1990) is the principal national law providing for worker safety and right to know. The broad policy goal of the act is “to assure so far as possible every working man and woman in the Nation a safe and healthful working environment.” It is implemented by the U.S. Occupational Safety and Health Administration (OSHA), whose responsibilities include developing and promulgating occupational safety and health standards and assuring that these standards are administered and enforced nationwide.

The federal OSH Act allows states to administer OSHA requirements after submitting a State plan. Cal/OSHA administers OSHA standards applicable to private employers within the State, along with additional authority provided by the California Occupational Safety and Health Act of 1973 (State OSH Act) (8 CCR secs. 330-8618). These regulations are applicable to construction workers and prospective employees at the proposed Home Depot Center, retail businesses, and restaurant. Complaints regarding health and safety issues at the project site would be investigated by Cal/OSHA.

**Air Quality.** The federal Clean Air Act of 1970 (CAA) (40 CFR 50-95, 1400) creates a comprehensive national framework for maintaining and enhancing air quality. Title III of CAA defines hazardous air pollutants (HAPs), provides emission standards, and establishes the Accidental Release Prevention (ARP) program, which is applicable to facilities that meet thresholds for storage of hazardous materials (500–20,000 pounds). The ARP program requires preparation of a Risk Management Plan that includes source registration information, an off-site consequence analysis, a five-year accident history, an emergency response program, and certification of truth and accuracy of submitted information.

California has integrated CAA requirements into its own comprehensive air quality control program. The State version of the ARP is CalARP (California Code of Regulations, Title 19, Division 2, Chapter 4.5). The California Air Resources Board (CARB) has statewide responsibility for administering federal and State requirements. Thirty-five Air Pollution Control Districts (APCDs) and Air Quality Management Districts (AQMDs) issue local rules, regulations, and permits for stationary sources. SCAQMD and the Long Beach CUPA are the enforcement agencies for the project site and vicinity.

AGS is subject to the CalARP because it stores large quantities of aqueous ammonia. The Long Beach CUPA oversees the AGS Risk Management Plan and conducts reviews and approval of updates to the plan. The proposed project would not be subject to the CalARP because it would not store hazardous materials above the thresholds.

**Asbestos-Containing Materials.** ACM products presently banned are corrugated paper, rollboard, commercial and specialty paper, flooring felt, and new uses of asbestos. Revisions to regulations issued by OSHA (June 30, 1995) require that all thermal system insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered “presumed” asbestos-containing materials (PACM) and treated accordingly. In order to rebut the designation as PACM, OSHA requires that these materials be surveyed, sampled, and assessed in accordance with 40 CFR 763 (Asbestos Hazard Emergency Response Act–AHERA).

All asbestos should be removed from structures and disposed of in accordance with local, State, and federal regulations prior to renovation or demolition activities that would affect structures containing asbestos. Release of asbestos into the environment is a violation of several laws, including OSHA, RCRA, the CAA, and the Clean Water Act (CWA). MISSION identified suspect asbestos-containing material at the project site in the form of pipe and tank insulation. No asbestos survey documentation was available for the project site. For the purposes of this analysis, it is assumed that asbestos is present.

The SCAQMD and the City of Long Beach Health Department are the enforcement agencies for the project site.

**Lead.** Lead has been used in commercial, residential, roadway, and ceramic paint products; in electric batteries and other devices; as a gasoline additive; for weighting, in gunshot; and for other purposes.

It is recognized as toxic to human health and the environment and is widely regulated in the United States. Buildings constructed prior to 1978 are presumed to contain LBP unless proven otherwise, although buildings constructed after 1978 may also contain LBP. Lead is regulated as a “criteria” pollutant under the CAA, which has led to its elimination from automotive fuels. Aerially deposited lead from past use of leaded fuels is a concern in unpaved areas adjacent to highly-traveled roadways. Lead is also regulated as a toxic pollutant under the CWA and the Porter-Cologne Water Quality Control Act as well as under the federal and California safe drinking water acts.

All LBP above regulatory thresholds should be removed from structures and disposed of in accordance with local, State, and federal regulations prior to renovation or demolition activities that would affect structures that contain LBP. Release of LBP into the environment is a violation of several laws, including OSHA, RCRA, the CAA, and the CWA. MISSION identified suspect LBP structures (piping, tanks) at the project site in their Phase I report. For the purposes of this analysis, it is assumed that LBP paint is present.

The SCAQMD and the City of Long Beach Health Department are the enforcement agencies for the project site.

### **City of Long Beach**

There are no specific goals or policies related to hazardous materials in the City’s General Plan. The Public Safety Element lists general protection and remedial action goals for general safety hazards and for emergencies. Transport of hazardous materials is deferred to California Department of Transportation (Caltrans) requirements and is specified along designated truck routes. The Public Safety Element indicates that planning efforts should include a buffer for all uses from truck routes to reduce potential impacts from dangerous materials by way of setbacks or natural barriers.

The project is subject to the following chapters of the City of Long Beach Municipal Code with regard to hazardous materials:

- Chapter 8.64    Air Pollution. Provides the City with authority to prevent injury or damage to businesses or property due to air pollution.
- Chapter 8.85    Underground and Aboveground Storage Tanks. Designates the Long Beach CUPA as the local authority for underground and aboveground storage tank compliance.
- Chapter 8.86    Hazardous Materials Release Response Plans and Inventory. Designates the Long Beach CUPA as the local authority to enforce Chapter 6.95 of Division 20 of the California Health & Safety Code.
- Chapter 8.87    Hazardous Waste Control. Designates the Long Beach CUPA as the local authority to enforce Chapter 6.5 of Division 20 of the California Health & Safety Code
- Chapter 8.88    Hazardous Materials Clean-up. Requires site characterization, site remediation, and initial and final reports for contaminated sites in accordance with State and local laws and regulations (e.g., Hazardous Waste Control Law, Cal OSH Act)

### 4.6.3 METHODOLOGY

Environmental analysis for this section considers the existing industrial facilities at the site, the existing soil contamination, operation of the adjacent AES facility, potential construction hazards and hazardous materials, and potential hazards and hazardous materials associated with implementation of a Home Depot Center and additional retail/restaurant facilities at the site. Hazards and hazardous materials affecting the site are summarized from compiled information and analyses, including referenced documents/publications and a site-specific *Phase I Environmental Site Assessment with Preliminary Methane Soil Gas and Air Sampling* report prepared for the project (MISSION 2004). This report is provided in Appendix F of the DEIR.

### 4.6.4 THRESHOLDS OF SIGNIFICANCE

Thresholds for hazards impacts are based on Appendix G of the State CEQA Guidelines, as adapted to the circumstances of this project. The proposed project would have a significant impact on the environment if any of the following occur:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment

### 4.6.5 IMPACTS AND MITIGATION MEASURES

#### Less than Significant Impacts

None were identified.

#### Potentially Significant Impacts

There is the potential for significant hazardous substances impacts with implementation of the project during the construction and operation phases of the project. These potential impacts are discussed in detail below.

**Construction.** The construction phase for the proposed project includes demolition, soil sampling, and contaminated soil or groundwater removal/remediation if required, as well as site preparation/grading. The proposed Home Depot site was formerly part of AGS, which has been listed as a hazardous waste site pursuant to Government Code Section 65962.5

Project construction includes the following components:

- Removal of residue from Tank No. 4
- Demolition and removal of Tank Nos. 1–4 and 6
- Removal of underground and aboveground pipelines and equipment associated with these tanks
- Demolition of the hose storage area and the hazardous materials storage area
- Reconstruction and resurfacing of the berm around Tank No. 5
- Construction of a block wall around Tank No. 5 and a fence around its equipment
- Relocation of the aboveground pipelines connecting Tank No. 5 and the southern Pacific Energy tanks to underground vaults.

As discussed in Section 4.6.1, DTSC will have oversight authority over remediation at the project site. DTSC will consult with RWQCB and local agencies as necessary. For instance, RWQCB may be consulted regarding groundwater issues, and the Long Beach Fire Department will oversee removal of the ASTs and associated pipelines.

The process for site remediation will be in accordance with DTSC's model the Scope of Work for a RCRA Facility Investigation (RFI) (refer to Appendix E). The components of an RFI include a:

- Current Conditions Report
- RCRA Facility Investigation Workplan
- RCRA Facility Investigation Report
- Health and Safety Plan

The scope of work for the Current Conditions Report is extensive. DTSC has the authority to modify the RFI process in accordance with the findings of the Current Conditions Report. DTSC must approve each step of the RFI before the process can continue.

As required under RCRA, DTSC requires a Consent Agreement between the project applicant (property owner) and DTSC before any equipment removal or remediation of the site can take place. DTSC also reserves the right to place a land use covenant on the property in case the project site cannot be remediated to an unrestricted use. These requirements are included in Mitigation Measures 4.6.1 and 4.6.2, respectively.

As discussed in Section 4.6.1, Tank Nos. 1–3 are reportedly empty, and Tank No. 4 reportedly contains approximately 30 inches of water and oil that was transferred from Tank Nos. 1–3. In addition, shallow soils below the tanks have been impacted by petroleum hydrocarbons (No. 6 fuel oil) and arsenic. Improper handling of the ASTs, pipeline conveyance systems, and their contents could cause potential impacts to the on-site and off-site environment. However, AST removal is subject to specific local, State, and federal regulations, and compliance with these regulations is considered adequate to address potential impacts from AST and pipeline removal activities.

Therefore, implementation of Mitigation Measure 4.6.3 would reduce potential impacts from tank removal to less than significant levels.

Other potential hazardous substances at the project site include asbestos, lead-based paint, and PCBs in structures proposed for demolition. Compliance with local, State, and federal regulations regarding the handling and disposal of these hazardous substances is considered adequate to reduce potential impacts to less than significant levels. Therefore, implementation of Mitigation Measure 4.6.4 would reduce potential impacts from asbestos, lead, and PCBs to less than significant levels.

Tank No. 5 and supporting equipment would remain in a 1.1-acre area in the northern portion of the site as part of the proposed project (Figure 4.6.1). Since construction activities would involve construction of a block wall and fence in this area, there is the potential to disturb these facilities and cause a spill or leak. In addition, relocation of the existing aboveground pipelines to underground vaults may result in leaks or spills. Compliance with local, State, and federal regulations regarding emergency response and spill containment is considered adequate to address these potential hazards. Therefore, implementation of Mitigation Measure 4.6.5 would reduce impacts from the disturbance or movement of existing on-site facilities to less than significant levels.

The extent of petroleum hydrocarbon and metals contamination from operation of the ASTs and support facilities is unknown, because it cannot be adequately assessed until the tanks are removed. Completion of a detailed soils and groundwater investigation and removal and disposal of any contaminated soils and/or groundwater is required to prevent significant impacts to human health or the environment. As discussed in 4.6.2, there are numerous federal and State regulations that govern the generation, handling, and disposal of hazardous materials. The purpose of these regulations is to protect human health and the environment from adverse impacts associated with hazardous materials. Remediation would be overseen by DTSC with CUPA and RWQCB coordination as necessary. After review of the DEIR, DTSC has determined that the soil investigation associated with the ASTs and pipelines should include testing for VOCs, semi-volatile organic compounds (SVOCs), polyaromatic hydrocarbons (PAHs), metals, asbestos, and PCBs.<sup>1</sup> Under State and federal law, DTSC has the authority to oversee and direct remediation at contaminated sites. Therefore, implementation of Mitigation Measures 4.6.1 and 4.6.6, which require adherence to DTSC requirements under State and federal law, would reduce potential impacts from contaminated soils and groundwater associated with the ASTs and support facilities to less than significant levels.

Methane was found in shallow soils above regulatory levels during a preliminary methane soil gas investigation (Appendix F of DEIR 2005). In order to delineate methane concentrations for the proposed project, a methane soil gas investigation is necessary after rough grading and prior to building construction and utility installation. This method of testing is appropriate because methane concentrations and methane migration would likely change during grading and site preparation. The preliminary methane testing did not produce results for the post-grading condition, which is the condition for which remediation or engineering protection is required. Compliance with local, State, and federal regulations is considered adequate to address methane hazards. Therefore, implementation

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<sup>1</sup> DTSC. Clarification of Comments on the Draft Environmental Impact Report for the Proposed Home Depot Development located at 400 Studebaker Road, Long Beach, California, Alamitos Generating Station Tank Farm. Letter from Penny Nakashima, P.G. Senior Hazardous Substances Scientist to Angela Reynolds, Environmental Officer, City of Long Beach. September 15, 2005.

of Mitigation Measures 4.2.1 and 4.6.7 would reduce potential methane impacts to less than significant levels.

Due to methane occurrence, undocumented fill soils, and historical use of the site, there is the potential for additional hazards to be encountered during rough grading and excavation activities. A Soil and Air Monitoring Program, which includes a Health and Safety Plan, is required to prevent significant impacts to human health and the environment during soil disturbance activities. The monitoring program will address all known and potential contaminants on site, including methane. Compliance with local, State, and federal regulations regarding the handling and disposal of hazardous soils or groundwater, as outlined in the Soil and Air Monitoring Program (Mitigation Measure 4.6.8), would reduce potential impacts from these elements to less than significant levels.

Project construction would involve the routine use of hazardous materials such as fuels, paints, and solvents. The project applicant is required to implement standard best management practices with regard to hazardous materials use during construction (refer to Section 4.7, Hydrology and Water Quality). Mitigation measures related to standard handling, transportation, and disposal of hazardous substances are required. Mitigation Measures 4.6.1 through 4.6.8, 4.7.1, and 4.7.2 would reduce potential significant hazardous substances impacts associated with demolition, grading, excavation, and construction at the proposed Home Depot site to less than significant levels.

Potential short-term hazardous materials impacts at the open space site would only relate to the use of routine materials such as fuels, paints, and solvents. As described above, compliance with Mitigation Measures 4.7.1, 4.7.2 would reduce impacts associated with demolition, grading, excavation, and construction at the proposed open space site to less than significant levels.

**Operation.** The proposed Home Depot center would utilize, store, and sell hazardous materials such as solvents, paints, and pesticides. The other proposed commercial/retail buildings and the restaurant would use and store household hazardous materials of types and quantities typical of those types of businesses. Best management practices (BMPs) are required to prevent pollutants from discharging into the storm drain system from the proposed development and in particular from the outdoor garden center (refer to Section 4.7, Hydrology and Water Quality). All businesses in the City of Long Beach that utilize hazardous materials above State thresholds are required to submit a Hazardous Materials Release Response Plan and Inventory to the Long Beach CUPA for review and approval (Municipal Code, Chapter 8.86). The CUPA has determined that operation of a Home Depot Center at the project site would require submittal of a business plan to CUPA for review and approval. Implementation of BMPs and compliance with local, State, and federal regulations regarding hazardous materials use and storage are considered adequate to address these potential hazards. Therefore, Mitigation Measures 4.6.9 and 4.7.4 would reduce potential impacts regarding use and storage of hazardous materials during operation of the project to less than significant levels.

The proposed development would be located near the AES Alamitos electrical generating plant. The plant uses a 29 percent ammonium hydroxide solution in its units for air pollution control purposes as well as other hazardous materials in its day-to-day operations.<sup>1</sup> The hazards associated with hazardous materials present at the AES facility include those commonly associated with the handling

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<sup>1</sup> Telephone conversation with Steve Maghy, AES Environmental Manager, June 1, 2004.

of lubricating oils, caustics, and oxidizers. Precautions against these hazards are set forth in the plant's California ARP-required Risk Management Plan.

As part of CalARP requirements, AES Risk Management Plan (RMP) includes an Offsite Consequence Analysis for a worst-case ammonia release due to catastrophic failure of one of the 20,000-gallon aboveground storage tanks during which the tank releases all of its contents into the bermed containment area that surrounds each tank. As a criterion for assessing potentially significant exposures, the SCAQMD uses a value of 200 parts per million by volume (ppmv) over a one-hour averaging period. This value is the maximum airborne concentration at which it is believed that nearly all individuals could be exposed for up to one hour without experiencing any irreversible or other serious health effects or symptoms that could impair an individual's ability to take protective action.<sup>1</sup> Based on modeling conducted for the RMP, the 200 ppmv concentration could extend out to a distance of 0.1 mile.<sup>2</sup> As shown in Figures 4.6.3 and 4.6.4, the 200 ppmv concentration would encroach onto the project site.

Because the project would provide public receptors directly adjacent to the plant, revisions to the AES facility's Risk Management Plan and Emergency Procedures would be required to document the proximity of public receptors.<sup>3</sup> Emergency notification procedures currently in place at AGS include telephone alert and notification procedures, alarms, and a public address system. Because there is the potential for public receptors at the project site to be exposed to ammonia during a catastrophic release, the CUPA has determined that employees at the project site should be trained in emergency response and evacuation procedures. In addition, CUPA is requiring that the public address and alarm system currently in use at AGS be expanded to the project site boundaries. The CUPA has determined that these measures would be sufficient to prevent adverse impacts due to ammonia release.<sup>4</sup> Therefore, Mitigation Measures 4.6.9, 4.6.10, and 4.6.11 would reduce potential impacts from operations or emergencies at AGS to less than significant levels.

As stated above, the Pacific Energy-owned and operated Tank No. 5 and its associated equipment and pipelines would remain on site. There is the potential for the proposed project to inhibit access to these facilities in the event of an emergency. In addition, the Hazardous Materials Release Response Plan for this distribution system will require revisions to accommodate the relocated pipelines. Compliance with local, State, and federal regulations regarding release/spills and emergency response is considered adequate to address this potential hazard. Therefore, implementation of Mitigation Measure 4.6.12 would reduce potentially emergency response impacts related to these existing facilities to less than significant levels.

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<sup>1</sup> Final Environmental Impact Report for AES Alamos, LLC - Selective Catalytic Reduction Installation at Alamos Generating Station Project. Certified March 9, 2001.  
[www.aqmd.gov/CEQA/documents/2001/nonaqmd/aes/final/aes\\_f.html](http://www.aqmd.gov/CEQA/documents/2001/nonaqmd/aes/final/aes_f.html) Environmental Impact Report. March 2001.

<sup>2</sup> ESCI EnviroServices, Inc. EPA Risk Management Program, California Accidental Release Prevention Program, Selective Catalytic Reduction (SCR) Systems, RMP & CalARP Resubmittal for AES Alamos, LLC. June 2004.

<sup>3</sup> Linda Kolinski, Hazardous Waste Emergency Response Planner, City of Long Beach, Department of Health and Human Services. March 14, 2006, Meeting with City staff.

<sup>4</sup> Jeff Benedict, Manager, Environmental Health, City of Long Beach, Department of Health and Human Services. March 14, 2006, Meeting with City staff.

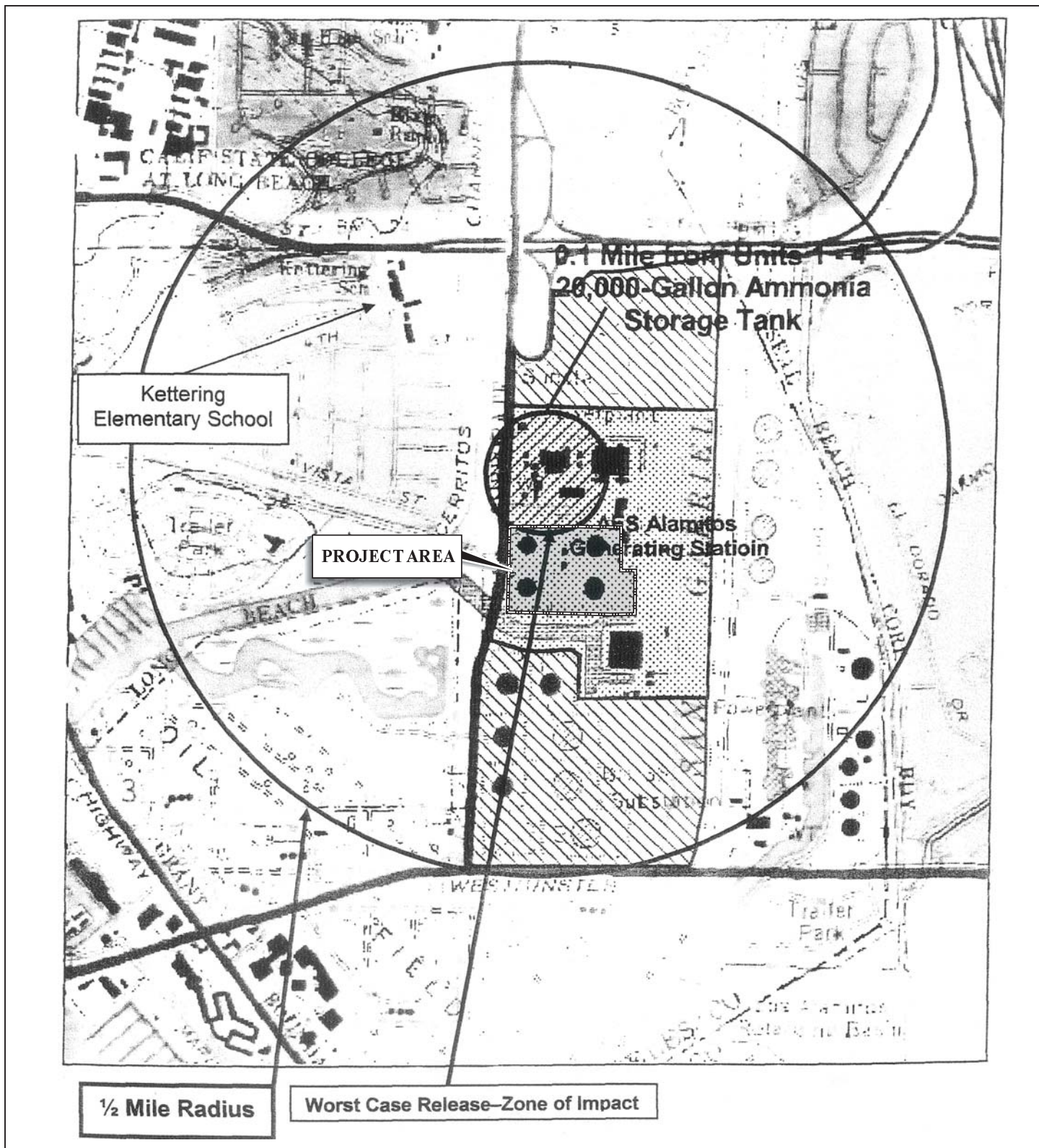
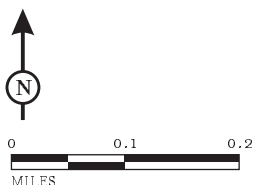


FIGURE 4.6.3

LSA



SOURCES: URS Corp. Risk Management Plan (2002)

EA\CLB430A\G\tank Failure Zone.cdr (5/16/06)

Home Depot East Long Beach  
Worst Case Release - Zone of Impact  
(Tank Failure)

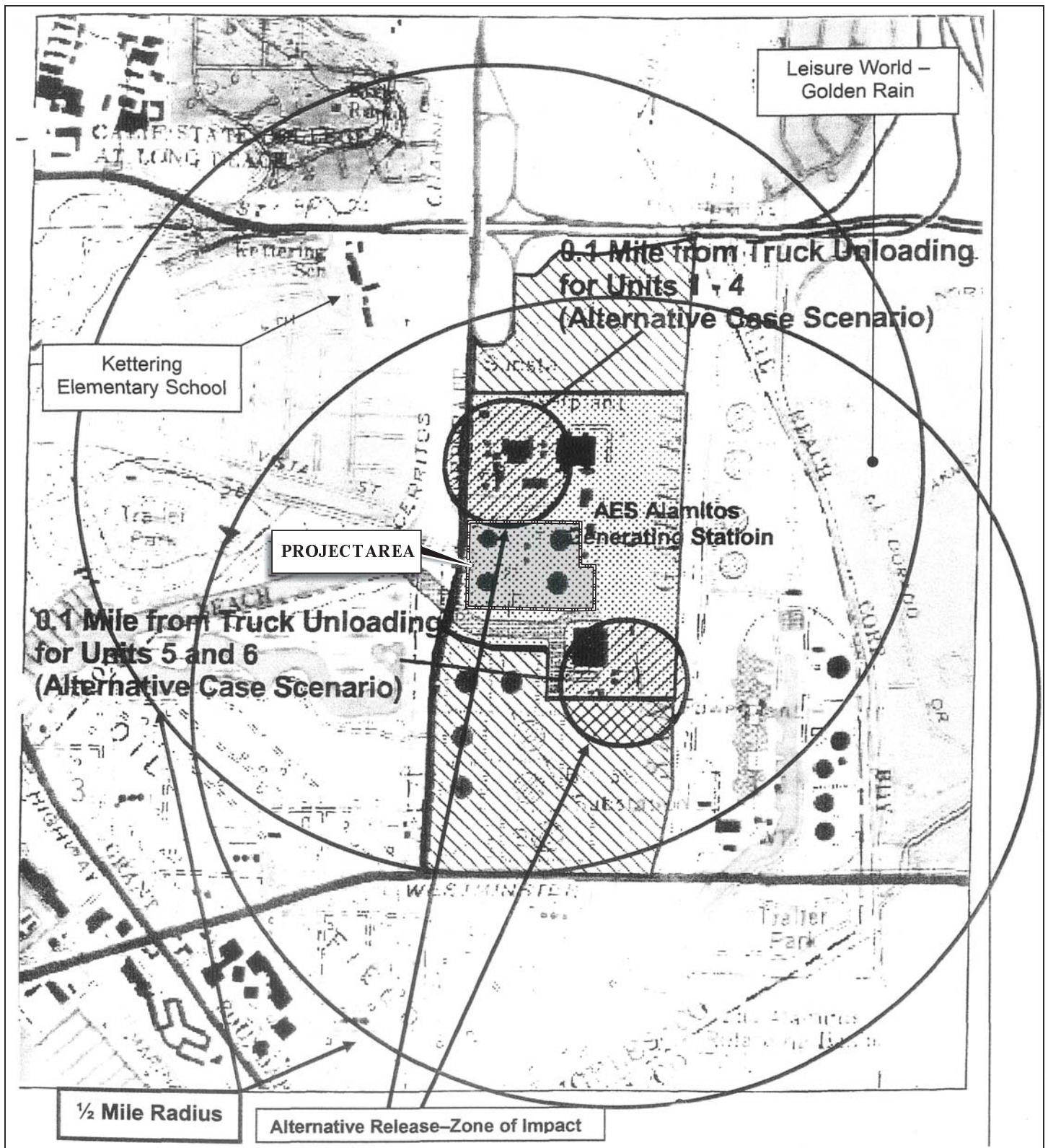
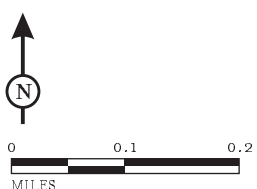


FIGURE 4.6.4

LSA



SOURCES: URS Corp. Risk Management Plan (2002)

LA CLB430A\G\Truck Unloading Zone.cdr (5/16/06)

Home Depot East Long Beach  
Alternative Release - Zone of Impact  
(Truck Unloading)

After construction and during ongoing operation of the project, methane could occur in elevated concentrations in subsurface soils at the Home Depot site. State-specified building design features such as conventional vapor barriers and soil venting systems may be necessary to prevent hazardous concentrations of methane from accumulating within buildings should post-grading concentrations exceed thresholds. These design features are subject to approval by the City of Long Beach Fire Department during final design. Implementation of Mitigation Measure 4.6.7 would reduce potential methane impacts with project operation to less than significant levels.

There are no schools within one-quarter mile of the Home Depot site. Kettering Elementary School is located within one-half mile of the Home Depot site and Hill Middle School is within one mile of the project site. Compliance with the mitigation measures identified below would ensure that any hazardous emissions or handling of hazardous substances or materials at the Home Depot Site would not result in a significant impact to the surrounding area, including the proposed project.

**Open Space Site at 7th Street and Silvera Avenue.** The proposed open space site is located directly north of Kettering Elementary School and approximately one-quarter mile south of Hill Middle School. The open space site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The proposed open space site would be landscaped and would act as an extension of Channel View Park. Potential hazardous materials associated with operation of this site would be the application of pesticides and fertilizers. The open space site would be subject to the same landscaping maintenance best management practices as the existing Channel View Park. No project-specific mitigation is required and no significant impacts would occur.

### **Mitigation Measures**

- 4.6.1** Prior to project approval, the project applicant shall enter into a Consent Agreement with DTSC for remediation of the project site consistent with the Scope of Work for an RCRA RFI.
- 4.6.2** Prior to issuance of a grading permit, the project applicant shall provide evidence to the City that DTSC has issued a closure status for the project site and that no land use restrictions would prevent the site from being used for commercial/retail purposes.
- 4.6.3** Prior to issuance of any demolition permits, the project applicant shall submit an application to the City of Long Beach Fire Department for approval to remove Tanks Nos. 1–4 and 6 and associated pipeline conveyance systems from the property. The application package shall include documentation of approval of the removal process by AES Alamos and Pacific Energy. The City of Long Beach Fire Department shall review the application for compliance with local, State, and federal requirements with tank-handling procedures including sampling and disposal of tank contents, sampling of subsurface soils, and transport and disposal of tanks and soils/liquids. The City of Long Beach Fire Department and DTSC shall oversee and monitor the operation in accordance with local, State, and federal requirements.
- 4.6.4** Prior to issuance of any demolition permits, predemolition surveys for ACMs and LBPs (including sampling and analysis of all suspected building materials) and inspections for PCB-containing electrical fixtures shall be performed. All inspections, surveys, and analyses

- shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e.: ASTM E 1527-00, and 40 CFR, Subchapter R, Toxic Substances Control Act [TSCA], Part 716). All identified ACMs, LBPs, and PCB-containing electrical fixtures shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., SCAQMD) and to provide safety to workers and the adjacent community. The project applicant shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the City of Long Beach Health Department showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R, TSCA, Parts 716, 745, 761, 763, and 795 and CCR Title 8, Article 2.6). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM, LBP, or PCB-containing fixtures to remain in place and would be reviewed and approved by the City Health Department.
- 4.6.5** Prior to issuance of any demolition permits, the project applicant shall submit an Emergency Action Plan to the City of Long Beach Fire Department for review and approval. The plan shall include documentation of review and approval by Pacific Energy. The plan shall be consistent with local, State, and federal regulations and shall provide detailed procedures in the event of a hazardous substance leak or spill from on-site facilities, including Tank No. 5 and associated equipment.
- 4.6.6** Prior to issuance of a grading permit, the project site shall be remediated in accordance with the scope of work for an RCRA RFI. DTSC shall oversee and approve all phases of the investigation including the Current Conditions Report, RCRA RFI Workplan, RCRA RFI Report, Health and Safety Plan. Soils and groundwater shall be tested for VOCs, SVOCs, PAHs, metals, asbestos, and PCBs in accordance with the DTSC-approved workplan. Soil and groundwater removal, transport, and disposal shall be conducted in accordance with local, State and federal regulations; documentation shall be provided to DTSC. All remediation activity shall be completed to the satisfaction of DTSC, as well as RWQCB and CUPA as applicable.
- 4.6.7** After rough grading and prior to building construction and utility installation, a detailed methane soil gas investigation workplan shall be prepared by the project applicant and submitted to the City of Long Beach Fire Department for review and approval. The methane soil gas investigation shall be performed in accordance with local industry standards. The results shall be presented in a formal report that includes recommendations to mitigate potential hazards from methane, if required. The report shall be reviewed and approved by the City of Long Beach Fire Department. Based on the results of this detailed investigation, additional mitigation design may be necessary, including providing conventional vapor barriers and venting systems beneath buildings and confined spaces. Methane mitigation design shall be approved by the City of Long Beach Fire Department.

**4.6.8.** Prior to issuance of a grading permit, the project applicant shall submit a Soil and Air Monitoring Program and associated Health and Safety Plan to the City of Long Beach Planning and Building Department and the SCAQMD for review and approval. The program shall be consistent with local, State, and federal regulations and shall encompass all soil-disturbance activities. The Health and Safety Plan shall include the following components:

- A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures
- The identification of a site health and safety officer
- Methods of contact, phone number, office location, and responsibilities of the site health and safety officer
- Specification that the site health and safety officer will be contacted immediately by the construction contractor should any potentially toxic chemical be detected above the exposure limits or if evidence of soil contamination is encountered during site preparation and construction
- Specification that DTSC will be notified if evidence of soil contamination is encountered
- Specification that DTSC will be notified if contaminated groundwater is encountered during excavation activities
- Specification that an on-site monitor will be present to perform monitoring and/or soil and air sampling during grading, trenching, or cut or fill operations

The Health and Safety Plan shall be provided to all contractors on site. The Health and Safety Plan is required to be amended as needed if different site conditions are encountered by the site health and safety officer.

**4.6.9** Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit a Business Plan including a Hazardous Materials Release Response Plan and Inventory to the Long Beach CUPA for approval and permit. The Business Plan shall include a description of emergency response procedures and coordination with AGS with respect to alarms and public address systems.

**4.6.10** Prior to issuance of certificates of occupancy, the City of Long Beach Health Department and the Long Beach CUPA shall review the existing Business Emergency Plan, Hazardous Materials Release Response Plan and Inventory, and the Risk Management Plan for the AES Alamos Plant and shall determine whether additional measures/revisions are necessary based on proposed project implementation, consistent with the California Health and Safety Code Section 25500, et seq. The City of Long Beach Police Department shall review the plans to determine whether security for the plant, tanks, and distribution system is in compliance with pertinent regulations.

**4.6.11** Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit an Emergency Response and Evacuation Employee Training Program to the Long Beach CUPA for review and approval. The business owner shall conduct drills as

required by CUPA and shall submit training documentation as part of the annual review of the Business Plan.

- 4.6.12** Prior to issuance of certificates of occupancy, the applicant shall submit the updated Hazardous Materials Release Response Plan and Inventory for the Pacific Energy tanks and distribution system to the Long Beach CUPA for review. The CUPA shall determine whether revisions are necessary due to proposed project implementation. The City of Long Beach Fire and Police Departments shall review and approve the proposed project plans, including the pipeline relocation for adequate emergency access and egress procedures.

#### **4.6.6 CUMULATIVE IMPACTS**

The hazardous materials study area considered for cumulative impacts consisted of (1) the area that could be affected by proposed project activities, and (2) the areas affected by other projects whose activities could directly or indirectly affect the presence or fate of hazardous materials on the proposed project site. In general, only projects occurring adjacent to or very close to the project site are considered due to the limited potential impact area associated with release of hazardous materials into the environment.

In the existing condition, the site soils and groundwater are potentially contaminated with hazardous substances that would need to be removed and transported off site to an approved disposal facility. This would be a temporary condition that is subject to regulatory oversight. Once the project site has been remediated to the satisfaction of DTSC and/or Long Beach Fire Department or the RWQCB (as applicable), like other commercial developments, project operation would involve the use and storage of household hazardous materials typical of commercial businesses and would not present a significant hazard to the environment with regulatory compliance procedures in place.

With the exception of hazardous materials transport, the proposed project would not create potential significant cumulative impacts off site. Transport of hazardous materials is closely regulated and, with implementation of Mitigation Measures 4.6.1 through 4.6.12, would be adequately monitored to ensure that there would be no significant impact to the environment or to human health. In addition, Caltrans, the California Highway Patrol, and local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads, further reducing potential impacts.

Impacts associated with hazardous soils, groundwater, and use of hazardous materials at the project site would be controlled through application of standard regulatory procedures set forth in the mitigation measures listed above. There are no known projects adjacent to or in the vicinity of the project site that could be affected by on-site handling of hazardous materials or that could result in significant hazards or hazardous materials impacts at the site.

Transport of hazardous materials from and to the project site during construction and operation has the potential to combine with impacts from transport of hazardous materials from other projects in adjacent cities on the State highway system. However, transport of hazardous materials is subject to strict regulations, and local and State agencies are trained in emergency response procedures. Therefore, the temporary transport of existing hazardous materials and the future transport of

household hazardous materials to and from the project site does not present a significant cumulative hazard.

For the reasons outlined above, implementation of the proposed project would not result in a significant cumulative impact related to hazards and hazardous materials.

#### **4.6.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Implementation of the mitigation measures described above would reduce potential project-related hazards and hazardous materials impacts to less than significant levels.

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## **4.10 PUBLIC SERVICES AND UTILITIES**

### **INTRODUCTION**

The following section provides an analysis of utilities, public services, and public facilities for the proposed project in the City of Long Beach. Utilities include the provision or disposition of water, wastewater, solid waste disposal services, electricity, natural gas, telephone, and cable television. Public services include law enforcement and fire protection services. Public facilities, including public schools and public libraries, are not addressed in this EIR. The proposed project will not result in a population increase or create new housing; therefore, no impacts to schools are expected. As discussed in Chapter 2.0, Introduction, the proposed project will be required to pay School Impact Fees.

#### **4.10.1 EXISTING ENVIRONMENTAL SETTING**

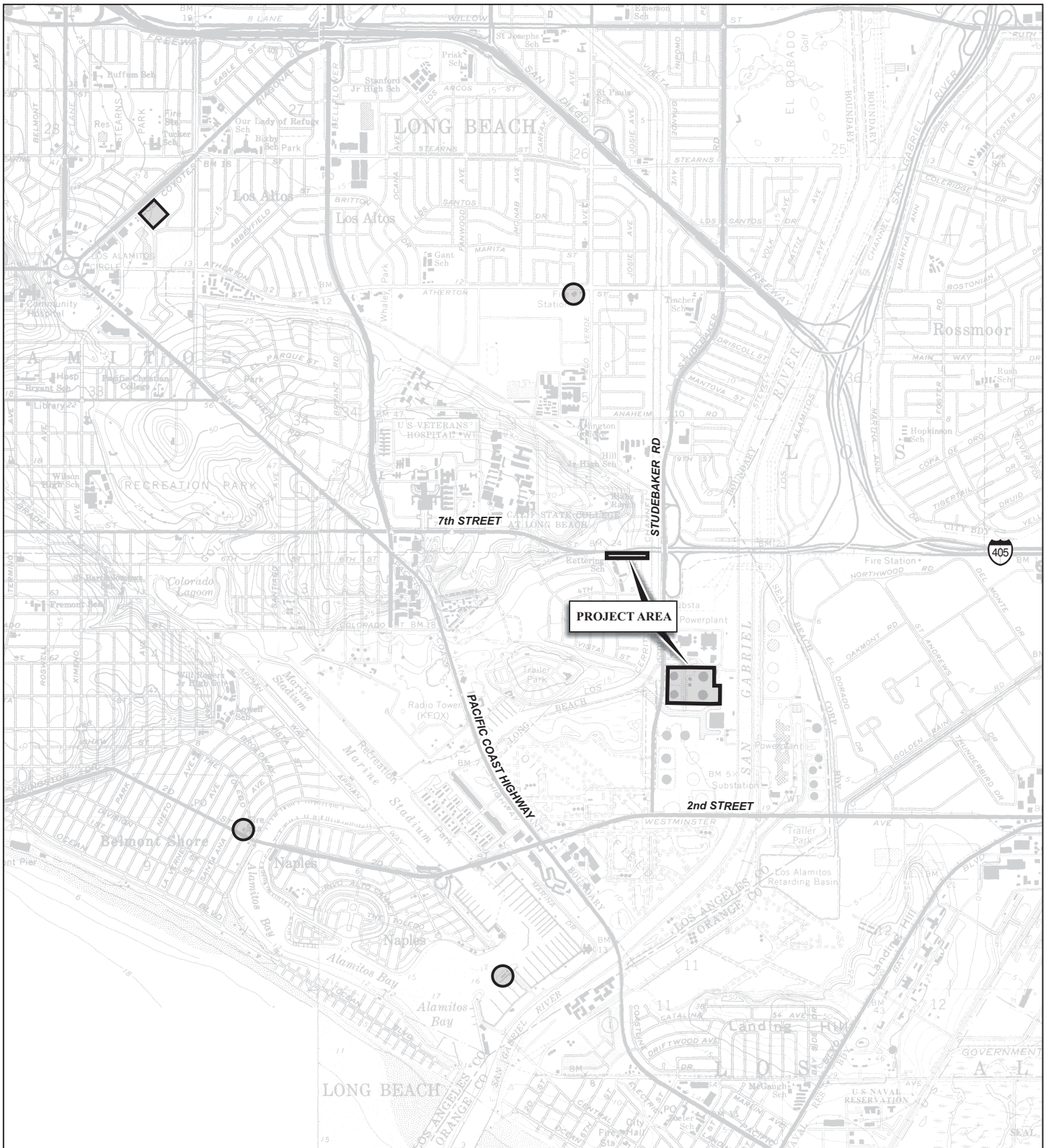
##### **Law Enforcement**

The Long Beach Police Department (LBPd) provides law enforcement services throughout the City of Long Beach. There are currently 968 sworn officers within the LBPd service area, with the current officer to population ratio being approximately 2.0 officers per 1,000 residents. It is the goal of the LBPd to strengthen that ratio to 2.5 officers per 1,000 residents. The average Citywide response time to priority one calls (life or property in imminent danger) for service is 5.2 minutes. The LBPd goal for police response times for priority one calls is under five minutes.

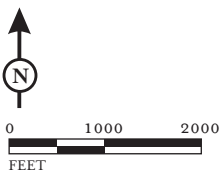
The LBPd operates a helicopter surveillance program; a canine unit; a full-service, 24-hour jail facility; a communications/dispatching center; an investigation bureau; and a firing range. Community-oriented police activities include community relations, traffic, and parking enforcement, a Neighborhood Watch Program, crime prevention, bicycle patrol, and a DARE Program. As part of the LBPd's service to the community, project site plans are reviewed by the Police Chief to determine the need for any additional crime prevention and safety measures.

The Patrol Bureau of the LBPd is divided into four divisions (North, South, East, and West). The LBPd eastern substation, located approximately 3.8 miles from the project site at 4800 Los Coyotes Diagonal, will serve the project area. This full-service police station serving the East Patrol Division opened in January 1994 and continues to support the LBPd's decentralization and community policing efforts. The East Patrol Division is the largest patrol division in the City of Long Beach. The maximum capacity of the substation is 145 employees, although it currently operates at approximately 85 percent capacity (123 employees). Figure 4.10.1 shows the location of the nearest police and fire stations.

The LBPd is part of the Los Angeles County Law Enforcement Mutual Aid Organization, which is overseen by the Los Angeles County Sheriff's Department. In the event that mutual aid is required, the Emergency Operations Bureau of the Sheriff's Department is notified, and in turn, notification of



LSA



LEGEND



-  - Fire Station
-  - Police Station

FIGURE 4.10.1

Home Depot East Long Beach  
Police and Fire Stations

SOURCE: USGS 7.5' Quads - Seal Beach & Los Alamitos, Ca.

other cities in predetermined response groups occurs. The California State University Police, Long Beach Community College Police, Veteran's Hospital Police, and the United States Coast Guard are also available for mutual aid, if needed.

## Fire Protection

The City of Long Beach Fire Department (Fire Department) provides fire and emergency medical response, fire prevention, and hazardous materials regulatory enforcement to the project area. As part of its service to the community, project plans are reviewed by the Fire Chief to ensure compliance with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrant placement.

The Fire Department consists of four bureaus that include Administration, Operations, Fire Prevention, and Support Services and maintains a staff of approximately 450 fire personnel. The Operations Bureau includes the Emergency Medical Services Division (EMS), which is responsible for the primary and continuing education of all firefighters as it relates to the delivery of medical services.

The Fire Department maintains 23 fire stations, a Fire Training Center, 22 engines, 4 trucks, 9 paramedic rescues, 1 foam apparatus, 3 airport fire fighting and rescue vehicles, 2 harbor fireboats, and 1 technical rescue vehicle. Fire Station Number 8, located at 5365 E. 2nd Street, and Fire Station Number 22, located at 6340 Atherton Street, are the two closest stations to the project site. If required, fire and rescue apparatus from other nearby stations in the City of Long Beach's fire protection system can provide additional support. Response times from these units vary with location and proximity to the project area. Table 4.10.A provides the locations of the nearest Fire Department stations. Figure 4.10.1 depicts the location of local police and fire stations.

**Table 4.10.A: Applicable Long Beach Fire Department Station Locations**

Station	Location	Distance from Project Site	Approximate Response Time	Equipment
8	5365 E. 2nd Street	1.18 miles	6 minutes	Engine company with advanced life support (ALS) capabilities
14	5200 Eliot Avenue	2.32 miles	8 minutes	Engine company with a paramedic rescue
22	6340 Atherton Street	1.86 miles	7 minutes	Engine company with ALS capabilities and a Battalion Chief

Source: Long Beach Fire Department 2004.

The average Citywide emergency response time from dispatch to arrival is less than five minutes; however, the response profile in the area of Long Beach where the proposed project site is located exceeds the Department's goals (i.e., the Fire Department usually responds to calls in less than the average Citywide response time). The Fire Department goals for emergency response are to respond

to 90 percent of emergency calls within five minutes and to respond to 90 percent of ALS calls by paramedics within eight minutes. In addition, all units on the first alarm are to arrive within eight minutes of dispatch for reported structure fires. All engines and truck companies are staffed by four firefighters and all rescue units are staffed by two firefighter/paramedics at all times. Six personnel are dispatched for life-threatening medical responses, and a minimum of 19 personnel are dispatched for initial response to structure fires. Currently there are no plans for expansion of department facilities.

The Fire Department maintains a limited mutual aid agreement with the Los Angeles County Fire Department. That agreement is currently under examination and may be significantly altered or eliminated in the near future. The Fire Department is also part of the California Office of Emergency Services Master Mutual Aid system.

The Insurance Services Office (ISO) conducts a municipal survey and ranks cities as to their degree of fire safety. Cities are evaluated in terms of deficiency points and are then assigned a class ranking between 1 and 10, with 1 being the highest rating. The Long Beach Fire Department received a class 1 ranking during the last survey.

The City of Long Beach adopted the California Fire Code (CFC), with some amendments and modifications, as part of the part of the City's Municipal Code. Fire flow requirements are based on building types and floor area and range from 1,250 to 8,000 gallons per minute (gpm) at 20 pounds per square inch (psi). The modifications include amendments to fire extinguisher and storage requirements. Generally, the intent of the CFC is to prescribe regulations consistent with nationally recognized good practices for the safeguarding of life and property from the hazards of fire and explosion.

In accordance with the CFC, the Fire Department requires the installation of sprinkler systems in many new buildings, including retail buildings in excess of 5,000 square feet and buildings greater than 55 feet in height. In addition, on-site hydrants are required in any portion of a project site that exceeds the allowable distance from a public hydrant located in the right-of-way. Fire flow requirements are subject to Fire Department standards based on the type of building and use on a case-by-case basis.

## **Natural Gas**

Natural gas resources are drawn upon at naturally occurring reservoirs primarily located outside of the State and delivered via a high-pressure transmission line. California has three primary regional access points where interstate pipelines deliver natural gas into the State. Gas destined for southern California is accessed at a series of market hubs, with interconnections to Pacific Gas and Electric (PG&E) and the Southern California Gas Company. As the gas is transported to its destination, the pressure is maintained with the assistance of compressors. The gas is then received at a storage field (e.g., underground storage tanks) and redistributed through another series of transmission lines.

The Long Beach Energy Department (Energy Department or LBE) receives gas from the Southern California Gas Company and is the natural gas provider in the City of Long Beach. The Energy Department has the capacity to deliver over 155 million cubic feet (cu ft) per day, with a historic peak

delivery of 73 million cu ft in December 1998. This peak delivery represents about 47 percent of the Energy Department's delivery capacity.

The Energy Department maintains a 14-inch natural gas line in Seventh Street and a 16-inch natural gas line in Studebaker Road. The project site currently does not have natural gas service. Figure 4.10.2 shows the location of natural gas lines surrounding the proposed project site.

The Long Beach Gas Department has stated that these facilities and the interconnecting system are currently in good operation. Currently, the Energy Department does not have any plans for expansion of existing facilities near the proposed project area. Service availability is based upon present gas supply conditions and regulatory policy.

### **Electricity**

The project site is within the service territory of the Southern California Edison Company (SCE). According to the California Energy Commission (CEC), the SCE service area experienced a peak demand of 18,724 megawatts (MW) in 2000 and a total local growth of 98.3 million MW hours<sup>1</sup> (MWh). The CEC estimates that peak demand and net energy load within SCE service territory will continue to grow annually by 2.4 percent and 2.0 percent, respectively. In light of these forecasts, the CEC projects a peak demand in SCE service territory of 24,960 MW in 2012 (the latest year in the current demand forecasts) and a net energy load of 125.2 million MWh.

Although the project site is currently developed as a "tank farm" and contains aboveground storage tanks (ASTs), pipelines, and equipment associated with petroleum products storage and transfer, only the pipelines and one of the smaller ASTs will remain in use. Pacific Energy, the pipeline operator, has an easement on the property that allows the pipelines to cross the property and employs maintenance personnel to access equipment. As the easement holder, Pacific Energy bears the cost of any utility use associated with pipeline operations. The electricity usage associated with the pipelines is not linked to the proposed project site, and there are currently no other electricity using activities occurring on site.

SCE maintains overhead electric transmission lines on Studebaker Road. Currently, SCE does not have plans for expansion of its facilities.

Title 24 of the California Administrative Code, known as the California Building Energy Efficiency Standards, regulates energy consumption in new construction. These standards are typically updated every three years by the CEC and are enforced through the local building permit process. Title 24 regulates building energy consumption for heating, cooling, ventilation, water heating, and lighting. It may be met in one of the following two ways: by meeting performance criteria (measured in British Thermal Units [BTU] per square foot per year) or by installing a prescriptive list of energy conservation measures.

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<sup>1</sup> A watt-hour is an electric energy unit of measure equal to one watt of power supplied to (or taken from) an electric circuit steadily for one hour.

## Water

The Long Beach Water Department (LBWD) supplies water to the project area through a system of underground pipelines. There are two types of water supply sources: natural resources and reclamation. Water is used for fire control purposes as well as for drinking (potable), washing, flushing, recreational purposes, and other domestic consumption. Reclaimed water is wastewater that has been treated to a sufficient degree for certain types of uses, is nonpotable, and must be conveyed in a separate system from potable water to avoid the possibility of direct human consumption. Reclaimed water can be used for irrigation purposes.

The LBWD provides water services for domestic, irrigation, and fire protection purposes to developments within the City of Long Beach. The LBWD also reviews project plans to ensure compliance with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrant placement. The LBWD provides 100 percent of the City's water needs, mixing locally developed water from LBWD operated wells with water from the Metropolitan Water District (MWD). The LBWD takes advantage of the MWD's off-peak rate structure during the winter months, beginning in September. During the summer months, the LBWD satisfies almost 42 percent of its demand by pumping its own wells and about 50 percent by importing water from the MWD. The remaining 8 percent of the water supply for nondrinking purposes is tertiary treated reclaimed water from the Sanitation Districts of Los Angeles County Long Beach Reclamation Plant owned and operated by the County Sanitation Districts of Los Angeles. Water in the harbor area and north and west portions of Long Beach is purchased from MWD and distributed from the J. Will Johnson Reservoir. The Harbor Department (the Port of Long Beach) gets its water from three sources, including LBWD's Alamitos Reservoir, LBWD's J. Will Johnson Reservoir and from the Los Angeles Department of Public Works (LADPW). The LADPW currently serves the western portion of the Port of Long Beach.

The LBWD also provides reclaimed water services within the City of Long Beach. The Water Reclamation Plan provides approximately 21 million gallons per day (mgd) of reclaimed water. The City of Long Beach utilizes water for irrigation in local parks, golf courses, schools, cemeteries, nurseries, freeways, greenbelts, and other landscaped areas.

LBWD maintains 12-inch and 20-inch water lines in Studebaker Road. The project site is currently served by connections to the 12-inch water line in Studebaker Road. The project site is not currently served by a reclaimed water line. LBWD maintains a 21-inch reclaimed water line that runs east/west through the intersection of Studebaker Road and Atherton Street. In addition, there is a possible connection point to a 6-inch reclaimed water line at the intersection of Colorado Street and Orlena Avenue.<sup>1</sup>

Water demand generally consists of water utilized for human consumption, kitchen, toilet, bath, and irrigation purposes. As previously stated, the proposed project site is currently developed as a "tank farm" and contains ASTs, pipelines, and equipment associated with petroleum products storage and transfer; however, only the pipelines and one of the smaller ASTs will remain in use. Pacific Energy, the pipeline operator, has an easement on the property that allows the pipelines to cross the property and allows maintenance personnel to access equipment. As the easement holder, Pacific Energy bears the cost of any utility use associated with pipeline operations. Water usage associated with the

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<sup>1</sup> Information obtained from LBWD, December 23, 2004.

pipelines is not linked to the proposed project site, and there are currently no other water-using activities occurring on the project site.

## **Sewer**

The Vista Street sewer system provides sewer services to the residential area between Loynes Drive and East 7th Street just west of the Los Cerritos Channel. The residential area and Kettering Elementary School are served by two interconnected systems of 8-inch diameter vitrified clay pipe (VCP) sewers that combine at a manhole located at the intersection of Vista and Daroca Streets. Within the residential area, there are cross-linked manholes that allow flow from one area to be conveyed to the other area as one area becomes hydraulically overloaded. From the manhole at Vista Street and Daroca Street, wastewater flows by gravity through a 261-foot long flow limiting section of 8-inch diameter VCP sewer. This sewer line conveys wastewater to the first manhole on the golf course, where the sewer enlarges to a 10-inch diameter sewer line. Sewage from the golf course, club house, and a restroom on the golf course discharge to a 10-inch diameter sewer line that flows to the Marina Trunk Sewer, Section 3, located in Pacific Coast Highway north of Loynes Drive. From there, sewage flows into the Los Angeles County Sanitation Districts (LACSD or Sanitation Districts) Pacific Coast Highway lift station for conveyance to one of its treatment plants.

Two sewer flow studies were conducted to analyze existing conditions for the Vista Street sewer system; one in December 2003 during dry weather conditions and the other in February 2005 during wet weather conditions. According to the two flow studies, during wet-weather conditions, the existing flow through the 261-foot-long, flow-limiting section of 8-inch-diameter VCP sewer exceeds the design flow capacity. In addition, during extreme wet-weather conditions, the existing flow with the additional proposed project flow will exceed the maximum capacity of the 8-inch-diameter VCP sewer in Vista Street between Margo Street and Daroca Avenue.

The Sanitation Districts are a confederation of independent special districts that provide wastewater and solid waste services to about 5.4 million people in Los Angeles County. The Sanitation Districts' service area covers approximately 800 square miles and encompasses 78 cities, including the City of Long Beach, and unincorporated territory within the County.

The proposed project site is currently located outside the jurisdictional boundaries of LACSD and must be annexed into LACSD District 3 before sewerage service can be provided to the proposed development. The Long Beach Water Department will be the wastewater service provider for the project site. Project site wastewater will flow into the LBWD sewer system and eventually into the LACSD system. The LBWD operates and maintains nearly 765 miles of sanitary sewer lines that deliver over 40 million gallons of wastewater per day (mgd), to LACSD facilities. Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the LACSD, which has a design capacity of 385 mgd and currently processes an average flow of 322.7 mgd. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the LACSD. The Plant provides treatment for approximately 25 mgd of wastewater.

## Solid Waste

The City of Long Beach is a member of the Sanitation Districts of Los Angeles County, a confederation of independent special districts that provide wastewater and solid waste services in Los Angeles County. The Sanitation Districts work to commit all waste to the County landfill system. The proposed project is currently located outside the jurisdictional boundaries of LACSD and must be annexed into LACSD before commencement of solid waste collection services. Following annexation, there are numerous public and private landfills and transfer stations in Los Angeles County that could potentially receive waste collected from the proposed project. In addition, the Sanitation Districts are seeking permitting for two waste-by-rail facilities outside of Los Angeles County: Mesquite Regional Landfill in Imperial County and Eagle Mountain Landfill in Riverside County. The Mesquite Regional Landfill is fully permitted to accept residual waste by rail, and the Sanitation Districts expect the landfill to be in operation by the end of 2008. For this reason the provision of solid waste disposal services should be considered in the context of the regional and local landfills.

Solid waste in Los Angeles County is collected by over 250 waste haulers and several city governments and disposed of at landfills in the County, transformation (i.e., refuse-to-energy) facilities, or intermodal facilities that transport the waste by rail to facilities outside Los Angeles County. There are two primary classifications of land disposal facilities, Class III landfills and Unclassified (inert) landfills. Class III landfills accept all types of nonhazardous solid waste, with major Class III facilities permitted to receive 250,000 tons or more of waste per year and minor facilities permitted to receive less than 250,000 tons per year. Unclassified landfills accept only inert waste, including soil, concrete, asphalt, and other construction and demolition debris (as defined by California Code of Regulations, Title 23, Section 2524).

Within the City of Long Beach, solid waste collection services are provided by the City's Environmental Services Bureau and 21 private permitted waste haulers. In 2002, residents and businesses in the City of Long Beach disposed of 675,741 tons of solid waste. This disposal amount reflects a diversion rate of approximately 44 percent.

The Puente Hills Landfill is the closest Class III landfill operated by LACSD that could be used by the proposed project. The conditional use permit for the Puente Hills Landfill authorizes the disposal of a maximum of 13,200 tons per day. Typically, the landfill closes early due to this permit-imposed tonnage restriction. Disposal operations will continue under the conditional use permit until October 31, 2013, at which time the site will stop accepting waste for disposal. As indicated in Table 4.10.B, 241,923 tons, or 36 percent of the solid waste disposed of by City residents and businesses, were disposed of at the Puente Hills Landfill.

The Puente Hills Materials Recovery Facilities (MRF), located close to the landfill, is also owned and operated by LACSD. The purpose of the MRF is to recover recyclable materials from commercial waste and to provide for the efficient transfer to the residual waste to permitted landfills for proper disposal. The MRF is currently under construction and is scheduled for completion in late 2004. The facility is permitted to accept 4,400 tons per day or 24,000 tons per week of municipal solid waste. It is likely that the MRF will start operating at 2,000 tons per day and, as market demand necessitates, increase to full capacity.

**Table 4.10.B: Solid Waste Disposal by Facility, 2002**

<b>Facility Name (County)</b>	<b>Disposal Amount (tons)</b>	<b>Percent of Total</b>
Arvin Sanitary Landfill (Kern)	152	0.02%
CWMI-B18 Nonhazardous Codisposal (Kings Waste and Recycling Authority)	441	0.07%
Antelope Valley Public Landfill (Los Angeles)	259	0.04%
Azusa Land Reclamation Co., Inc. (Los Angeles)	3,196	0.47%
Waste Management of Lancaster SLF (Los Angeles)	54	0.01%
Chiquita Canyon Sanitary Landfill (Los Angeles)	17,517	2.59%
Puente Hills Landfill #6 (Los Angeles)	241,923	35.80%
Commerce Refuse to Energy Facility (Los Angeles)	696	0.10%
Sunshine Canyon SLF County Extension (Los Angeles)	5,923	0.88%
Southeast Resource Recovery Facility (Los Angeles)	271,332	40.15%
Bradley Landfill West and West Extension (Los Angeles)	7,150	1.06%
Prima Deshecha Sanitary Landfill (Orange)	23,187	3.43%
Olinda Alpha Sanitary Landfill (Orange)	70,494	10.43%
Frank R. Bowerman Sanitary Landfill (Orange)	7,723	1.14%
El Sobrante Sanitary Landfill (Riverside)	19,520	2.89%
Colton Refuse Disposal Site (San Bernardino)	10	0.00%
Fontana Refuse Disposal Site (San Bernardino)	7	0.00%
San Timoteo Solid Waste Disposal Site (San Bernardino)	19	0.00%
Simi Valley Landfill-Recycling Center (Ventura)	6,139	0.91%
<b>Total</b>	<b>675,741</b>	<b>100.00%</b>

Source: CIWMB, Disposal Reporting System, Jurisdiction Disposal and Alternative Daily Cover Tons by Facility for the City of Long Beach, 2004.

Other solid waste management facilities operated by LACSD that are available to accept solid waste from the proposed project site include the South Gate Transfer Station, the Commerce Refuse to Energy Facility (CREF), and the Downey Area Recycling and Transfer Facility (DART). The South Gate Transfer Station is permitted to accept up to 1,000 tons per day of refuse and currently receives approximately 545 tons per day of refuse. CREF is a transformation facility (i.e., refuse-to-energy) that is permitted to accept up to 1,000 tons per day, not to exceed 2,800 tons per week. CREF currently receives approximately 360 tons per day of refuse. DART is a materials recovery/transfer facility that is permitted to accept up to 5,000 tons per day and currently receives approximately 1,000 tons per day of refuse.

The Sanitation Districts also participate in ownership of the Southeast Resource Recovery Facility (SERRF) through a Joint Powers Agreement with the City of Long Beach. SERRF is a transformation facility operated by a contractor. SERRF is permitted to accept 2,240 tons of refuse per day or 500,000 tons per year and currently receives approximately 1,500 tons per day. Over 1.5 billion kilowatts of electricity generated by the facility have been sold to Southern California Edison (SCE). In 2002 approximately 271,332 tons of the solid waste (40 percent) disposed of by City of Long Beach residents and a business was disposed of at SERRF.

The California Integrated Waste Management Board (CIWMB) developed waste information for different business types based on the assumption that similar businesses have similar waste streams. Since there are many types of businesses, CIWMB used federal Standard Industrial Classification (SIC) codes to group businesses together. Generally, the larger the business (indicated by number of employees), the more solid waste disposed. The number of employees is used in the CIWMB disposal characterization database to develop waste disposal rates for businesses. The assumption of the database is that businesses of a certain type (e.g., restaurants) dispose similar wastes at similar rates (per employee), regardless of the location or size of the business.

There are, however, no employees associated with a business located on the project site. There are employees associated with the maintenance and operation of pipelines that cross the project site; however, their daily tenure on the project site is minimal, making it difficult to estimate the solid waste disposal rates for on-site activities. Further, as the leaseholder, Pacific Energy is responsible for disposal of any solid waste generated by on-site activities related to pipeline operations.

State legislation (Assembly Bill AB 939) requires that every city and county in California implement programs to recycle, reduce refuse at the source, and compost solid waste in order to achieve a 50 percent reduction in solid waste disposed of at landfills. AB939 also requires that all cities conduct a Solid Waste Generation Study (SWGS) and prepare a Source Reduction Recycling Element (SRRE). In accordance with AB 939, local agencies must submit an annual report to the CIWMB summarizing its progress in diverting solid waste disposal.

Senate Bill 1374 also requires that the annual report submitted to CIWMB include a summary of the progress made in diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition waste materials from landfills by March 1, 2004. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt CIWMB's Model by default. However, adoption of such an ordinance

may be considered by the CIWMB when determining whether to impose a fine on a jurisdiction that has failed to implement its SRRE.

Waste haulers are expected to contribute by recycling residential and commercial waste they collect, and project developers are expected to employ measures to reduce the amount of construction-generated waste by 50 percent or more. During reporting year 2000, the City of Long Beach was in full compliance with waste diversion goals set by the State of California. The CIWMB has not approved or accepted diversion rates reported by the City of Long Beach since it accepted the 2000 report in March 2002. Biennial Reviews indicate that diversion rates for 2002 and 2003 may be between 41 and 46 percent and 39 and 44 percent, respectively. However, the City of Long Beach receives a 10 percent waste diversion credit through use of the SERRF, thereby raising the City's waste diversion rate to an acceptable level.

The City of Long Beach has increased efforts to divert refuse through waste reduction, recycling, and composting programs. Source reduction programs in place include xeriscaping/grasscycling, backyard and on-site composting/mulching, and business waste and government source reduction program. The City provides recycling services such as residential curbside recycling and commercial pickup service through a private contractor. In addition, each of the 21 permitted private waste haulers operating in the City is required to have a City-approved recycling program in order to meet applicable waste diversion requirements. In order to maintain compliance goals, contractors will be required to reuse construction forms where practicable or applicable, attempt to balance soils on site, minimize overcutting of lumber and polyvinyl chloride (PVC) piping where feasible, and reuse landscape containers to the extent feasible.

#### **4.10.2 METHODOLOGY**

Public service and utility providers were sent a Notice of Preparation (NOP) and questionnaire that requested current levels of service to the project site and information on possible constraints or impacts to their services at project build out. The impact analyses are based upon the NOP comments and responses to the questionnaires or information obtained through subsequent phone conversations with service provider representatives. Correspondence from the public service and utility providers was included in Appendix A of DEIR 2005.

#### **4.10.3 THRESHOLDS OF SIGNIFICANCE**

Thresholds for impacts to public services and utilities are based on Appendix G of the State CEQA Guidelines, as adapted to the circumstances of the project. For the purposes of this analysis, the effects of a project on public services, utilities, and infrastructure are considered to be significant if the proposed project would:

- result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public services, including fire protection, police protection, or other public facilities;

- generate demand for service that would require a substantial increase (10 or more) in personnel to maintain acceptable service ratios, response times, or other performance objectives for public services, including fire protection, police protection, or other public services;
- generate demand for electricity, or natural gas that exceeds the capacity of existing public service systems or otherwise requires expansion or construction of major new facilities leading to a significant physical impact;
- cause significant disruption of service(s) that creates a significant physical impact or threat to human health;
- require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- require new or expanded water entitlements to have sufficient water supplies available to serve the project;
- result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve projected demand in addition to the provider's existing commitments;
- be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- not be in compliance with federal, State, and local statutes and regulations related to solid waste.

#### 4.10.4 IMPACTS AND MITIGATION MEASURES

##### Less Than Significant

**Fire Protection.** The proposed project will increase the number of on-site visitors and employees. An increase in structures and population (i.e., employees and customers) can result in an increase in calls for emergency fire and medical services. The project will comply with all LBFD and CFC requirements, including access requirements, the placement of fire hydrants, and the use of sprinkler and standpipe systems. Project compliance with requirements set forth in the City of Long Beach Building and Safety Code, the CFC, and current ISO Guidelines will provide fire protection for people and structures, as well as the provision of medical services on site.

It is anticipated that the proposed project will not significantly impact emergency response times. In a letter dated August 2, 2004, the City of Long Beach Fire Department indicated that the additional call volume generated by the proposed project will increase workload in an area of the City where the Fire Department already has response times that exceed Department goals. With project implementation, the response profile for the project area will remain unchanged in terms of service delivery. Based on the current response profile, the proposed project will not require 10 or more additional personnel to maintain acceptable service ratios, response times, or other performance objectives. The City of Long Beach Fire Department will be able to service the proposed project at the same levels provided to the surrounding areas, and no significant impacts to fire protection services are expected as a result of project implementation (Alan Patalano, Deputy Fire Chief, August 2, 2004).

Similarly, the proposed 1.37-acre open space site southeast of the intersection of 7th Street and Silvera is not expected to significantly impact emergency response times or calls for service and will not result in a significant impact to fire protection services in the City of Long Beach.

Per the Uniform Fire Code (UFC), fire flow requirements are based on building type and floor area and range from 1,250 to 5,000 gpm at a pressure of 20 psi. Based on an analysis of the domestic water system, it was determined that the required 5,000 gpm can be delivered to all of the on-site project areas. As such, water system capacity within the City of Long Beach will be adequate to handle fire flow requirements for the proposed project. The project will include a new water system for water delivery throughout the site. Infrastructure will be sized to accommodate the required fire flows, and the City of Long Beach Fire Department will determine the required flow for individual structures based on type of construction, building size, and occupancy. Adequate water pressure and pipeline capacity exist in the main service lines that will serve the property to provide adequate fire flow, and no improvements to the existing water system will be required. Therefore, no significant impacts related to fire flow will occur as a result of project implementation.

**Natural Gas.** Gas service will be extended to the project site as part of the proposed project. The proposed project includes the construction and installation of a new on-site natural gas distribution. As stated in Chapter 3.0, Project Description, the project also includes installation of a four-inch gas line connecting the development to the existing 14-inch gas line at the intersection of Studebaker Road and Seventh Street or the 16-inch gas line in Studebaker Road. The distribution system will incorporate the most up-to-date design and construction, operational, and conservation standards to most efficiently meet the project's energy needs. New facilities will be installed per the construction standards and tariffs set by LBE. The installation of gas meters will be completed in accordance with the specifications of LBE, and to the extent feasible, gas meters will be installed outside structures.

As shown in Table 4.10.C, development of the proposed project will generate a demand for approximately 463,000 cubic feet of natural gas per month. The proposed 1.37-acre open space site southeast of the intersection of 7th Street and Silvera will not require gas service and will not change the estimated project demand for gas services. As shown in the table, retail consumption factors were used to estimate natural gas demand for the proposed project.

**Table 4.10.C: Estimated Natural Gas Usage**

Land Use	Floor Area (square feet)	Consumption Factor (cu. feet/square foot/month)	Monthly Gas Consumption (cu. feet/month)
Retail/Shopping Center	159,579	2.9	462,779.1

Source: SCAQMD Natural Gas Usage Rate (G), Table A9-12-A.

Project gas demand represents approximately 0.01 percent of LBE's total daily delivery capacity. LBE presently uses approximately 47 percent of its daily delivery capacity, leaving 53 percent of its capacity available. In addition, the Southern California Gas Company is in the process of increasing the availability of natural gas through transmission expansion projects and withdrawals from several of its storage fields. Consequently, the supply and distribution of natural gas within the area

surrounding the project site will not be reduced or inhibited as a result of project implementation, and levels of service to off-site users will not be adversely affected.

The Building Energy Efficiency Standards found in Title 24 of the California Administrative Code regulate energy consumption in new construction. These standards are typically updated every three years by the CEC and are enforced through the local building permit process. Title 24 regulates building energy consumption for heating, cooling, ventilation, water heating, and lighting. It may be met in one of the following two ways: by meeting performance criteria (measured in British Thermal Units [BTU] per square foot per year) or by installing a prescriptive list of energy conservation measures.

Project compliance with Title 24 standards will further reduce any potential impacts on natural gas resources. Based on the above, substantial adverse impacts related to the provision of natural gas services to the project site will not occur, and the proposed project will not result in the use of substantial amounts of natural gas. Therefore, no significant impacts to local or regional supplies of natural gas will occur as a result of the proposed project.

**Electricity.** The proposed project includes the construction and installation of a new on-site electricity distribution system that will connect to existing overhead transmission facilities on Studebaker Road and along the southern project boundary. The proposed 1.37-acre open space site southeast of the intersection of 7th Street and Silvera Avenue will tie into the existing electrical distribution system under 7th Street. These facilities have adequate capacity to handle the electricity demand of the proposed project because the proposed project uses are considered incidental to overall system demand. The distribution system will incorporate the most up-to-date design, construction, operational, and conservation standards to most efficiently meet the project's energy needs. New facilities will be installed per the construction standards and tariffs set by SCE.

An evaluation of project electricity needs in relation to future energy loads illustrates that project implementation will not result in substantial amounts of electricity usage. Using usage rates derived by SCAQMD, the project demand for electricity on the Home Depot site is estimated to be approximately 2,435 MWh annually (Table 4.10.D). Demand for electricity on the proposed open space site would be minimal because electricity would only be required for path lighting from dusk to dawn. To provide a conservative estimate of electricity demand for the Home Depot project site, retail and restaurant demand rates were used; actual demand for electricity may be lower than the estimates provided in this analysis. Based on CEC projections for SCE's service area in 2012, the maximum project-related annual consumption will represent less than 0.01 percent of the forecast energy load. Based on these estimates, sufficient transmission and distribution capacity exists, off-site improvements will not be necessary, and on-site improvements will occur in a logical, efficient manner utilizing the most up-to-date design, construction, and operational methods available as included in project development plans. Impacts associated with the provision of electricity will be less than significant. Additionally, the supply and distribution of electricity to the project site will not disrupt power to the surrounding area or adversely affect service levels. Therefore, impacts associated with project electricity demand will be less than significant.

**Table 4.10.D: Estimated Project Electricity Usage**

<b>Land Use</b>	<b>Floor Area</b>	<b>Consumption Factor (KWh/square foot/year)</b>	<b>Monthly Electricity Consumption (KWh/year)*</b>
Restaurants	8,050	47.45	381,973
Retail	151,529	13.55	2,053,218
<b>Total</b>	<b>159,579</b>	—	<b>2,435,191</b>

\* Average for Southern California Edison and Los Angeles Department of Water and Power  
Source: SCAQMD CEQA Handbook, Electric Usage Rate (G), Table A9-11-A.

**Water.** The proposed project includes the replacement of existing on-site infrastructure and provides connections to existing water mains under Studebaker Road. Existing on-site lines will be abandoned and removed, and new water lines will be constructed. Project water lines will include an on-site loop system connecting two 8-inch lines to the 12-inch water main in Studebaker Road. When the on-site water lines are connected to LBWD water lines in Studebaker Road, coordination with LBWD will be necessary.

In addition, the 1.37-acre proposed open space site southeast of the intersection of 7th Street and Silvera Avenue will connect to an existing water main located under 7th Street.

New development will result in both short-term and long-term increases in water demand. A short-term demand for water may occur during demolition, excavation, grading, and construction activities on site. Water demand for soil watering (fugitive dust control), cleanup, masonry, painting, and other activity will be temporary. The demand for water during grading and construction activities is assumed to be similar to irrigation demand, or approximately 2,660 gallons per acre per day. Overall, demolition and construction activities require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. Therefore, impacts associated with short-term construction activities will be less than significant.

New development on site will result in an increase in long-term water demand for landscaping and project operations. As previously mentioned, potable water used for human consumption will be obtained from the LBWD.

Although all new development will be required to comply with State laws regarding water conservation measures, including pertinent provisions of Title 20 and Title 24 of the California Government Code regarding the use of water-efficient appliances, the proposed project will still result in an increase in water demand. Estimated project water demand was calculated using flow coefficients found in the Domestic Water Demand Study prepared by Boyle Engineering for the City of Long Beach in 1994. As indicated on Table 4.10.E, the total average daily potable water demand for the retail/commercial portion of the proposed project is estimated to be approximately 38,448 gpd.

**Table 4.10.E: Estimated Project Water Demand**

Proposed Land Use	Acreage	Flow Coefficient	Projected Water Demand (gpd)
Retail/Shopping Center	17.8	1.5 gpm	38,448
Average Daily Demand	—	—	38,448
Maximum Daily Demand**	—	—	66,130.56

\*\* Maximum Daily Demand = 1.72 x Average Daily Demand

Source: Long Beach Water Department, Domestic Water Demand Study, Boyle Engineering, 1994.

In addition to water used by the retail/commercial portion of the proposed project, water will also be used to irrigate the proposed open space site at the intersection of 7th Street and Silvera Avenue. Based on an estimated water usage of 2 inches per acre per week, water demand for irrigation of the open space site will be approximately 74,100 gallons per week or 10,586 gpd.<sup>1</sup>

Based on consultation with the LBWD, the project will not necessitate new or expanded water entitlements, and the LBWD will be able to accommodate the increased demand for potable water. Therefore, project impacts associated with an increase in potable water demand are considered less than significant.

Private on-site water systems will be designed and constructed to provide adequate water service and flows for the proposed project, and project implementation will not disrupt or inhibit service currently provided in the area surrounding the project site or in other areas of the City of Long Beach. Project impacts related to the provision of potable water are considered less than significant.

**Sewer.** Due to the lack of existing sanitary sewer facilities at the site, the proposed project includes construction of a sewer line connecting the project site to the existing Vista Street sewer system described above. Figure 3.8, Sewer Extension, illustrates the proposed changes to the existing sewer system. The on-site sewer system will be constructed to Long Beach Planning and Building standards and maintained by Studebaker LB, LLC. Gravity sewer lines in public streets or Long Beach Water Department (LBWD) easements will be designed to LBWD standards. The project also includes the annexation of the project site into Los Angeles County Sanitation District No. 3.

The proposed on-site sewer system will collect all sanitary waste from the development and discharge to an on-site lift station located approximately 300 feet east of the development's main entrance. The lift station will be equipped with a wet well (storage), which will temporarily hold the wastewater for periodic pumping and contain peak-flow volumes. The wet well will be sized to contain approximately twice the volume needed for the estimated peak-flow volumes. The lift station would be equipped with primary (lead) and secondary (back-up) grinder pumps. These pumps grind large materials to fine slurry and pressurize it for conveyance to the existing sanitary sewer system. The pumps will produce flows of approximately 10 to 15 gallons per minute (gpm) and a combined maximum output of approximately 30 gpm if both pumps operate simultaneously. Whenever there is sufficient volume in the lift station wet well, level sensors will activate the lead pump. On average, the pumps would operate less than three hours per day. Should the lead pump fail, the back-up pump would start automatically.

<sup>1</sup> Robert Villanueva. Long Beach Water Department. May 24, 2006.

The lift station would also be equipped with an odor control system to eliminate odors. Wastewater generates odors when stored for a long period of time and begins to undergo anaerobic (without air) degradation. Three types of odor control technology will be considered. The first prevents the degradation by blowing air into the storage tank. The second and third technologies remove odor that may be created by long-term (hours) wastewater storage.

Sewage would flow from the lift station to the City of Long Beach sewer system via a low-pressure pipe (force main) beneath Studebaker Road and across the Los Cerritos Channel. The pipe across the Channel will be double-walled to contain any leaks that might occur in the primary pipe. A leak detection system will be installed to detect any leaks in the primary pipe and send an alarm notification indicating that repair is needed. After the force main crosses the Channel, it will submerge again until reaching the intersection of Loynes Drive and Vista Street. The pressure pipe will discharge by gravity to the first manhole in the Vista Street sewer system, located approximately 200 feet north of the intersection.

The project includes the replacement of 265 feet of an existing 8-inch public sewer line with a 10-inch sewer line in Vista Street between Daroca Street and Margo Street and the replacement of 261 feet of an 8-inch sewer line with a 10-inch sewer line between the manhole at Daroca and Vista Street and the first manhole in the golf course. From there, the wastewater would be conveyed to the Sanitation District's Marina Trunk Sewer, Section 3, located in Pacific Coast Highway north of Loynes Drive.

Replacement of the existing 8-inch sewer lines with 10-inch sewer lines will serve the proposed project and correct the hydraulic overloading conditions that currently exist during wet weather conditions. The existing Sanitation Districts 15-inch trunk sewer has a design capacity of 4.6 mgd and conveyed a peak flow of 1.2 mgd when last measured in 2003. Therefore, there is capacity for increased flows generated by the project.

The wastewater generated by the project site will be treated at the Joint Water Pollution Control Plan (JWPCP) located in the City of Carson, which has a design capacity of 385 mgd and currently processes an average flow of 322.7 mgd. The JWPCP provides full secondary treatment to all wastewater received.

In order for the Sanitation Districts to conform to the requirements of the Federal Clean Air Act, the design capacities of the Sanitation Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Any future expansions of Sanitation District facilities must be sized and service phased in a manner that is consistent with SCAG regional growth forecasts for Los Angeles County. The available capacity of the Sanitation Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG.

The proposed project will generate about 10,000 gallons of wastewater per day. This estimate primarily includes waste from employees, customers, and food preparation based on information

provided by the project architect<sup>1</sup>. Flows will generally occur during business hours (normally 5:00 a.m. to 11:00 p.m.) and may be preceded or followed by restaurant early morning preparation or late evening cleanup, respectively. Average flow from the proposed project will be 11 gallons per minute (gpm) over a 15-hour day. Peak flows to the lift station will be less than 80 gpm for less than 10 minutes based on the known and probable wastewater generation rates of the different components of the proposed project and their likelihood of occurring simultaneously. Peak flows from the proposed project will be equalized by the proposed lift station and peak flows to the local sewer system will be limited to the peak lift station pump flow capacity of 30 gpm.

The proposed 1.37-acre open space site southeast of the intersection of 7th Street and Silvera Avenue will not require sewer services and will not increase estimated wastewater flows for the proposed project.

Project-generated wastewater will not exceed the existing capacity of the sewer delivery system or the existing capacity of the JWPCP. The JWPCP has available capacity (approximately 6 mgd); therefore, the proposed project will not require the construction of new or expanded wastewater treatment facilities. Proposed improvements to the local sewer system will provide sufficient capacity to convey the combined peak flows of existing and proposed project sewage. The increased sewer diameter will mitigate all existing peak-flow problems in Vista Street and provide capacity for the discharge of sewage from the proposed project.

Project impacts related to the provision of wastewater treatment services are considered less than significant. Payment of a connection fee will be required before a permit to connect to existing facilities is issued. In addition, the project will be required to comply with all City of Long Beach, LBWD, and LACSD requirements for design and construction of new sewer infrastructure.

### Potentially Significant Impacts

**Solid Waste.** The proposed project will result in additional solid waste operation during construction and operation of project components. Project construction would involve the demolition and removal of existing on-site tanks, which would generate approximately 11,068 cubic yards of debris.<sup>1</sup> In addition, the proposed project will require the removal of and disposal of approximately 33,500 cubic yards of soil contained in the earthen berms surrounding the storage tanks. The majority of solid waste generated during construction would include scrap metal, fiberglass, soil, and other inert waste. All asbestos-containing materials will be removed by a California State licensed contractor and disposed of in accordance with applicable laws and regulations prior to commencement of other demolition activities. Mitigation related to demolition, grading, excavation, and construction are included in Section 4.6 of this document (Refer to Section 4.6, Hazards and Hazardous Materials, for additional information related to the disposal of hazardous materials and soils potentially contaminated by petroleum hydrocarbons.) Most of the non-hazardous demolition material will be disposed of at unclassified landfills. The unclassified landfills that accept such materials have

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<sup>1</sup> Sanitary flow discharge estimate is based on information provided by Greenberg Farrow Architects and the Sewer Flow Study for East Long Beach Home Depot Design Center Development, HDR Engineering, Inc., August 2005.

<sup>1</sup> Assumes 10 percent of the total volume of existing building volume (110,676.89 cu. yd.) is equal to the amount of demolition debris.

sufficient capacity to accommodate the disposal materials that will be generated by demolition of existing on-site structures. Impacts to unclassified landfills due to project implementation will be less than significant.

As shown in Table 4.10.F, project operation will result in approximately 1,000 tons of solid waste per year or approximately 3 tons per day to be committed to Class III landfills or other waste disposal facilities. This represents a less than 0.01 percent increase in the total solid waste disposed of within the City of Long Beach (2002). Solid waste generation resulting from operation of the open space site southeast of the intersection of 7th Street and Silvera Avenue would be minimal; uses do not include waste-generating uses other than grass and plant clippings. Debris from construction and demolition on the open space area will be disposed of at unclassified landfills, which have sufficient capacity to accept waste of this type.

**Table 4.10.F: Estimated Solid Waste Disposal for the Proposed Project**

	<b>Full-Time Employees</b>	<b>Disposal Rate (tons/employee/year)</b>	<b>Standard Industrial Classification</b>	<b>Solid Waste Disposal (tons per year)</b>
Restaurant	68*	3.1	Restaurant	210.8
Home Depot	225**	3.3	Retail Trade—Building Material and Garden	742.8
Retail	23*	1.9	Retail Trade—Other	43.7
<b>Total</b>	<b>316</b>	<b>—</b>	<b>—</b>	<b>997</b>

\* Retail and restaurant employee estimates are based on the average of five national studies of square feet per employee conducted by the Urban Land Institute; the San Diego Association of Governments; Portland, Oregon Metro Employment Density Study; City of Mountain View Planning Department; and the Boulder Central Area General Improvement District.

\*\* Home Depot employee estimate is based on staffing levels at other Home Depot stores.

Source: CIWMB, Waste Disposal Rates for Business Types, 2004.

Given the percentage increase of solid waste disposal as a result of project implementation, the regional landfills and SERRF have sufficient short-term capacity to accommodate the additional demand for solid waste disposal facilities. SERRF, for example, has a permitted capacity of 2,240 tpd, with an average daily intake of 1,290 tpd. Therefore, project impacts related to permitted solid waste capacity are less than significant.

As previously stated, California State Assembly Bill (AB) 939 requires that every city and county in California implement programs to recycle, reduce refuse at the source, and compost waste to achieve a 50 percent reduction in solid waste being taken to landfills. In order to assist in meeting this goal, the proposed development will be required to incorporate storage and collection of recyclable materials into the project design and to include provisions for the collection of recyclables in refuse collection contracts. Mitigation Measures 4.10.1 and 4.10.2 will assist the City in its effort to meet its waste reduction goals by facilitating recycling on site.

**Law Enforcement.** The proposed project does not include the construction of new residential units that would generate additional population in the area. The project will generate approximately 316 employees. The nature of the proposed project will also lead to an increase in the number of people visiting the site who may generate additional calls for police services, and there is some concern

about increases in theft, burglaries, and other property-related crimes on site related to the additional patrons and increased opportunities commercial patrons and employees pose for targets. Local residents also expressed concern about loitering and day laborers during the scoping process. The City of Long Beach Police Department recommended that Crime Prevention through Environmental Design (CPTED) guidelines be applied during final site plan refinement to reduce potential increases in demand for police services (Susanne Steiner, Detective, April 12, 2004; Mike Weber, Detective, February 9, 2005).

Although the increase in on-site employees and customers has the potential to result in an increase in calls for police services, the Police Department does not expect existing response times to change with project implementation. The existing response time in the City is, however, 5.2 minutes, which is 0.2 minutes longer than the response time goal of 5 minutes. Therefore, the proposed project will contribute to an existing deficiency. Mitigation Measure 4.10.3 requires implementation of a Security Plan to reduce project impacts to police services. Although implementation of the Security Plan will not alleviate the existing response time deficiency, it will reduce the project's impact on already strained police services by reducing project-related calls for service. With implementation of Mitigation Measure 4.10.3, project impacts related to the provision of police services will be reduced to a less than significant level.

The proposed 1.37-acre open space site southeast of the intersection of 7th Street and Silvera Avenue is not expected to significantly impact police response times or calls for service and will not result in a significant impact to police protection services in the City of Long Beach.

In addition, the project will not require new or physically altered police facilities or 10 or more additional personnel to maintain acceptable service ratios, response times, or performance objectives. The on-site population would be fewer than 1,000 people; therefore, the project would, at most, generate demand for 2.5 officers. The need for additional police services will be addressed through the annual municipal budgeting process. Property and sales taxes generated by the project would provide the City of Long Beach with revenue to address ongoing budget needs.

## **Mitigation Measures**

- 4.10.1 A Solid Waste Management Plan for the proposed project shall be developed and submitted to the City of Long Beach Environmental Services Bureau for review and approval prior to issuance of grading permits. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and AB 939.
- 4.10.2 Prior to issuance of building permits, the City of Long Beach Director of Planning and Building shall verify that adequate storage space for the collection and loading of recyclable materials has been included in the design of buildings as well as waste collection points throughout the project site to encourage recycling.

4.10.3 The project applicant shall submit a Security Plan for the review and approval of the City of Long Beach Chief of Police and the City of Long Beach Director of Planning and Building prior to the issuance of any building permits. The Security Plan shall incorporate Crime Prevention Through Environmental Design (CPTED) principles and other crime-prevention features that shall include, but not be limited to, the following:

- Interior and exterior security lighting.
- Alarm systems.
- Locking doors for all employee locations.
- Use of vines and other landscaping to discourage graffiti and unauthorized access.
- Bonded security guards.
- “No Loitering” signs posted at various locations throughout the project site.
- Surveillance cameras for each business and all on-site parking areas.
- Surveillance cameras located on site that are capable of thoroughly monitoring Channel View Park, the Vista Street/Loynes Drive intersection, and the Vista Street/Silvera Avenue intersection.

All surveillance cameras shall continuously monitor all on-site and off-site locations on a 24-hour basis, and all surveillance camera video recording equipment shall have a minimum continuous two-week capacity to the satisfaction of the City of Long Beach Chief of Police. The City of Long Beach Director of Planning and Building shall verify inclusion of all required physical public safety improvements prior to issuance of any building permits. All physical requirements in the approved Security Plan shall be installed and fully operational prior to issuance of any Certificate of Occupancy.

## 4.10.5 CUMULATIVE IMPACTS

### Police Protection

The geographic area for cumulative analysis of police protection services is defined as the service territory for the LBPD. A net increase of up to approximately 56,827 residents and 29,428 jobs is forecast for the City by 2020.<sup>1</sup> These growth projections are generated by the SCAG using the latest census data, local input, and historical growth trends and reflect reasonably foreseeable developments and growth.

Cumulative projects will likely include specific features designed to reduce impacts on police protection services and may be assessed additional mitigation measures specific to the given project's impacts as crime prevention design is implemented through the CPTED program and the TAC review process required for all new development projects. The need for additional police protection services associated with cumulative growth will be addressed through the annual budgeting process, when

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<sup>1</sup> The change in the number of residents and jobs was measured using 2000 baseline population and employment numbers as reported in Southern California Association of Governments, RTP Growth Forecast, City Projections 2001.

budget adjustments may be made to meet changes in service demand. Property and sales taxes generated by the project would provide the City of Long Beach significant annual revenues to address these ongoing budget needs. Therefore, the combined cumulative impact associated with the project's incremental effect and the effects of other projects in the area is considered less than significant.

## **Fire Protection**

Similar to the cumulative analysis area for police protection services, the geographic area for cumulative analysis of fire protection services is defined as the service territory for the Long Beach Fire Department. As stated above, a net increase of up to approximately 57,000 residents and 29,000 jobs is forecast for the City by 2020.<sup>1</sup> The proposed project, however, will not result in a significant demand for additional fire protection and emergency medical services.

As stated above, the Long Beach Fire Department confirmed that the project could be accommodated with adequate fire protection and emergency medical services. The Fire Department anticipates cumulative demand in order to plan for overall service. As with police services, annual budget adjustments may be made to address Citywide increases in demand for fire and emergency services. The project's contribution to the City's annual budget through payment of fees and taxes can be used to address ongoing changes in demand for fire and emergency services. Therefore, the Fire Department's determination that adequate service can be provided includes consideration of area demand in light of cumulative planned or anticipated projects. The proposed project will not generate a significant cumulative increase in demand for fire protection and emergency medical services.

## **Natural Gas**

The geographic area for the cumulative analysis of impacts to the provision of natural gas is the service territory for LBE. As stated above, development of the proposed project will generate a demand for approximately 462,779 cubic feet of natural gas per month. This will account for approximately 0.01 percent of LBE's total daily delivery capacity. Sufficient gas supplies and infrastructure capacity are available, or have already been planned, to serve the project and future development. Further, all future projects will be subject to Title 24 requirements and will be evaluated on a case-by-case basis to determine the need for specific distribution infrastructure improvements. The proposed project does not contribute to a significant cumulative impact associated with the provision of natural gas and natural gas delivery capacity.

## **Electricity**

The geographic area for the cumulative analysis of impacts to the provision of electricity is the service territory for SCE in the City of Long Beach. SCE, the electricity provider for the proposed project site, has confirmed that the project could be accommodated with adequate service to meet the projected service demand of the project site. There may be a need to pull cables to proposed structures on the project site; however, this will not result in long-term service disruption to

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<sup>1</sup> The change in the number of residents and jobs was measured using 2000 baseline population and employment numbers as reported in Southern California Association of Governments, RTP Growth Forecast, City Projections 2001.

surrounding areas. Furthermore, such improvements will not prevent service extensions to future developments. Therefore, the proposed project, in relation to the cumulative study area, would not generate a significant cumulative increase in demand for electricity or a significant disruption in service or service level.

## **Water**

The geographic area for the cumulative analysis for the supply of potable water is defined as the LBWD service territory. Although the proposed project and future planned development projects may increase demand for potable water, the LBWD has sufficient water supplies to accommodate the growth and may also exercise its right to supplement current supplies with additional water from the MWD. Therefore, no significant cumulative impacts on potable water services are expected to occur as a result of project implementation.

## **Sewer**

The geographic area for the cumulative analysis for sewer treatment is defined as the LACSD service territory. Within its service area, the LACSD uses SCAG forecasts for future population and employment growth to project needed capacity. Because the LACSD projects that its existing and programmed wastewater treatment capacity will be sufficient to accommodate the growth forecasted by SCAG within its service area, development that is generally consistent with this forecast can be adequately served by LACSD facilities. The proposed project falls within the forecasted employment growth for the City of Long Beach and the County of Los Angeles and can be accommodated in planned expansion of sewerage services. Therefore, the proposed project will not contribute to a significant cumulative impact to wastewater services.

## **Solid Waste**

Development associated with future projects in the City of Long Beach will contribute to increased demand for landfill capacity for solid waste from construction activities and operations. Unclassified landfills that accept inert waste (construction debris) face no capacity shortfall.

There is, however, insufficient permitted capacity within the existing system serving Los Angeles County to provide for long-term nonhazardous solid waste disposal needs. Since the late 1980s, the Sanitation Districts, in conjunction with other public agencies, have been studying means to address the projected shortfall in local solid waste disposal capacity. Rail transport is considered an efficient means to transport refuse to remote disposal sites, thereby increasing the solid waste disposal capacity for Los Angeles County. This concept of rail transport of refuse, which includes an integrated system of local and remote infrastructure, is called "waste-by-rail." Within California, there are two landfills that are designed and permitted to receive waste-by-rail: the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. In August 2000, the LACSD entered into purchase agreements for both landfills. Both sites are located approximately 200 miles east of Los Angeles along the Union Pacific Railroad. The Mesquite Regional Landfill is fully permitted to accept residual waste-by-rail, and the Sanitation Districts expect the landfill to be in operation by the end of 2008. The Eagle Mountain Landfill is fully permitted to receive waste; however, the purchase

of the Eagle Mountain Landfill by the Sanitation Districts and its eventual operation is contingent upon successful resolution of pending federal litigation.

The waste-by-rail system is also contingent upon the permitting and construction of a dedicated intermodal yard where refuse would be unloaded from trucks and containerized for rail transport. LACSD is pursuing construction of an intermodal yard near the Puente Hills MRF to facilitate loading rail-capable containers for refuse transportation. The intermodal facility would be designed to handle up to two trains per day, or approximately 8,000 tons per day of refuse. The intermodal containers would be transported to one of these landfills, where the waste would be unloaded and disposed of.

Although the project's contribution is not the sole cause of the shortfall, when coupled with solid waste generated by future projects, the impact to solid waste disposal capacity is cumulatively significant. For CEQA purposes, the project's impacts on solid waste disposal capacity in Los Angeles County remain significant until the Mesquite Regional Landfill or the Eagle Mountain Landfill become fully operational and able to accept waste-by-rail from Los Angeles County. As previously stated, Mitigation Measures 4.10.1 and 4.10.2 will assist the City in its effort to meet waste-reduction goals; however, even with recycling, additional regional long-term disposal capacity is needed to accommodate new developments. Due to the existing deficiency in long-term waste disposal capacity, cumulative solid waste project impacts will remain significant.

#### **4.10.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Implementation of Mitigation Measures 4.10.1 and 4.10.2 will assist the City in its effort to meet waste-reduction goals. Project impacts related to compliance with federal, State, and local status and regulations for solid waste will be reduced to a less than significant level. The project may, however, result in potentially significant cumulative impact to solid waste disposal capacity in the County of Los Angeles. Implementation of the above-mentioned mitigation measures will facilitate recycling of solid waste generated by project site land uses to the extent feasible. However, because there is an existing identified long-term capacity shortfall at waste disposal facilities in Los Angeles County, cumulative project impacts associated with solid waste disposal capacity at Class III landfills will remain significant and unavoidable. For CEQA purposes, the project's impacts on solid waste disposal capacity in Los Angeles County remain significant until the Mesquite Regional Landfill, the Eagle Mountain Landfill, or another waste disposal facility becomes fully operational and able to accept waste from Los Angeles County.

Implementation of Mitigation Measure 4.10.3 will reduce project impacts on police services to a less than significant level. The required security plan will reduce calls for service originating on the site and minimize project impacts to police response times.

All other potential impacts associated with the proposed project are less than significant and do not require mitigation.

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## **5.0 OPEN SPACE ANALYSIS**

### **5.1 INTRODUCTION**

This supplemental analysis reviews changes to the project resulting from the addition of a 1.37-acre site at the intersection of 7th Street and Silvera Avenue to the proposed project. The proposed use of the 1.37 acre site is passive open space. This analysis will provide City decision makers with additional information regarding potential adverse environmental effects associated with the proposed changes to the project. The Recirculated EIR, including this section, is intended to be used together with DEIR 2005, which contains a detailed evaluation of reasonable alternatives to the proposed project.

#### **Evaluation of Environmental Impacts**

Potential environmental effects of the project are addressed for each of the following areas as they relate to the inclusion of the 1.37-acre off-site open space area at the intersection of 7th Street and Silvera Avenue:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Paleontological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services and Utilities
- Transportation and Circulation

Chapter 3.0 of this partially recirculated EIR contains a description of the proposed project as revised. The Hazards and Hazardous Materials and Public Services and Utilities sections of DEIR 2005 have been revised and are being recirculated for public review as part of this document.

### **5.2 ANALYSIS OF PROJECT CHANGES**

The following pages contain analyses of potential impacts of the proposed revised site plan for the East Long Beach Home Depot compared to potential impacts of the site plan analyzed in DEIR 2005.

Potential environmental effects of the project related to the inclusion of the 1.37-acre site at the intersection of 7th Street and Silvera Avenue are addressed below.

### **Existing Setting**

The proposed open space site is currently vacant (with the exception of electrical and water equipment vaults and several wooden sheds), asphalt-paved, and surrounded by fencing with site access at the eastern and western ends. An asphalt berm is present along the southern boundary of the site. Four small, wooden sheds or “pump houses” are located on the southern portion of the site and they appear to contain equipment related to an underground water pipe traversing the site in an east-west direction. The equipment is active and operated and maintained by the County of Los Angeles Flood Control District. Electrical and water equipment vaults are also located throughout the southern portion of the site.

Kettering Elementary School borders the site to the south. Residential development is located to the north beyond 7th Street, and to the west beyond Silvera Avenue. A vacant parcel is located to the east beyond Channel View Park and the Los Cerritos Channel.

The site topography gently slopes toward the southeast, and during periods of precipitation surface water appears to occur as sheet flow across the site in a southeastern direction toward the adjacent Los Cerritos Channel. The asphalt berm appears to assist in directing rainwater away from Kettering Elementary.

Figures 5.1 provides pictures of the proposed open space site in its existing condition.

### **Project Change**

In addition to on-site landscaping and open space, the proposed project also includes the landscaping of 1.37 acres of open space southeast of the intersection of East 7th Street and Silvera Avenue, adjacent to the Channel View Park. The proposed open space site is located approximately 0.5 mile south-southeast of the Home Depot project site at the intersection of Studebaker Road and Loynes Drive. The site is composed of 0.31 acre of Caltrans right-of-way, 0.43 acre of Los Angeles County Flood Control District easement, and 0.63 acre currently owned by The Home Depot.

The proposed project includes construction of a five-foot-wide decomposed granite walkway that will traverse the length of the proposed open space site and connect to the existing Channel View Park walkway/bike path. A 25-foot-wide County flood control easement will be maintained along the southern boundary of the site adjacent to Kettering Elementary School. Access to the easement area will be restricted and the area paved with asphalt concrete (AC). The water pipe that traverses the southern portion of the site and related equipment housed in on-site pump houses will continue to be maintained by the County of Los Angeles Flood Control District after project implementation. Pumps houses will be relocated to the area within the easement.

After conversion to landscaped open space, 0.63 acre of the 1.37-acre open space area will be deeded to the City of Long Beach for inclusion in its inventory of open space areas. The remaining 0.74 acre will remain under LA County Flood Control District and Caltrans ownership. Figure 3.10,



LSA

FIGURE 5.1

*Home Depot East Long Beach*  
Existing Conditions of Proposed Open Space Site

Open Space Conceptual Landscape Plan, shows the location of the various plant types included in the proposed project.

The project proposes nighttime security lighting along pathways similar to lighting provided along the existing bike path in Channel View Park. Pole lights will be designed with a reflector system to restrict light to the lower portion of the lighted area (i.e., project light down instead of into the night sky). Project lighting will be consistent with that of the Channel View Park, including light standards with an approximate maximum height of 24 feet and dawn-to-dusk security lighting. In addition, bollard lights are proposed at the open space entrance at the corner of 7th Street and Silvera Avenue. The bollards will feature low-level lighting to illuminate the entry path to the open space area.

### **Analysis of Project Change**

This section provides analysis of potential impacts from implementation of the project changes as part of the proposed project. A field survey of the project site and the immediately surrounding area (areas within view of the site) was conducted to evaluate the existing setting and develop an informed assessment of the potential effects of the proposed project.

### **Aesthetics.**

**Effects on Scenic Vistas.** Scenic vistas are defined as greater than one mile from a receptor and consist of horizon line views. As described, all areas surrounding the project site are developed for urban uses. Nearby uses include an elementary school, residential development, streets, and Channel View bike path and park.

The proposed project will substantially alter the visual character of the site by removing the existing fencing and existing, deteriorated asphalt. The proposed project incorporates extensive landscaping and a five-foot-wide decomposed granite walkway that will traverse the length of the proposed open space site. Although the project site will be visible to surrounding residential properties and passing motorists, the proposed project will blend into its surroundings when viewed from a significant distance and elevation. Therefore, the effect of the proposed project on any scenic vistas that may exist from a distant off-site area is not considered adverse, and no mitigation is necessary.

**Effects on Scenic Resources.** Channel View Park is located immediately to the east of the project site. As previously stated, other nearby uses include an elementary school and residential development. The project includes landscaping of the 1.37-acre site adjacent to Channel View Park and construction of a five-foot-wide walkway that will traverse the length of the site. The scenic quality of Channel View Park will not be impacted by the proposed changes to the site adjacent to 7th Street. Therefore, project impacts related to Channel View Park are considered to be less than significant, and no mitigation is required.

7th Street, located adjacent to the project site, is not a designated State scenic highway. There are no scenic rock outcroppings located within the project limits. Project impacts to scenic resources

in the vicinity of the project site are considered less than significant, and no mitigation is required.

**Visual Character.** The proposed project will substantially alter the existing visual character of the project site and increase the intensity of on-site activities. However, changes to a viewshed are not by definition adverse or significant. Landscaping of the 1.37-acre site southeast of the intersection of East 7th Street and Silvera Avenue will not increase the intensity of on-site activities, but it will alter the existing visual character of the area.

In accordance with the thresholds defined in DEIR 2005, there must be a substantial finding that the project degrades or damages a viewshed for an impact to be significant and adverse.

Visual impacts related to the landscaping of the 1.37-acre site include removal of existing, deteriorated asphalt and fencing and installation of a decomposed granite walkway and landscaping. The proposed landscape design includes turf and a variety of trees, shrubs, and groundcover. The project also includes new paving in the Flood Control District easement area for maintenance purposes. Figure 3.9, Open Space Conceptual Landscape Plan, shows the location of the various plant types included in the proposed project. The site runoff will be channeled through a constructed bio-swale to encourage water percolation and to direct flows away from Kettering Elementary.

The proposed project will replace a vacant, asphalt-paved site with landscaped open space. It provides benefits to views from the public rights-of-way because of landscaping improvements and improved accessibility to Channel View Park. Therefore, the nature of the proposed project revisions will have a less than significant impact on the aesthetic character of the surrounding area.

**Light and Glare.** The project proposes nighttime (dawn to dusk) security lighting along pathways similar to lighting provided along the existing bike path in Channel View Park. The type of lighting used would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, pole lights will be designed with a reflector system to restrict light to the lower portion of the lighted area (i.e., project light down instead of into the night sky). Proposed lighting will be consistent with existing nighttime light sources in the area, including street lights along 7th Street and Silvera Avenue and nighttime security lighting at Kettering Elementary School. Therefore, the lighting proposed in the open space area would result in a less than significant impact.

**Cumulative Aesthetic Impacts.** The site proposed for landscaping is currently paved and fenced. Landscaping of the site will not have a significant cumulative impact on the visual environment, as the project site has long been occupied by a variety of equipment related to an underground water pipeline. The proposed project will not generate significant adverse effects on adjacent land uses. The proposed improvements are compatible in character with the surrounding area. There are no known visual incompatibilities between the proposed project and planned future projects located in the surrounding area. Project lighting will be consistent with existing nighttime light

sources in the area and will not create a source of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the contribution of the proposed project to potential cumulative visual/aesthetic impacts in the study area is considered less than significant.

### **Air Quality.**

**Air Quality Management Plan (AQMP) Consistency.** An AQMP describes air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to meet Clean Air Act (CAA) requirements. The main purpose of an AQMP is to bring the area into compliance with the requirements of federal and State air quality standards. The purpose of the proposed project is to construct an open space area along the south side of 7th Street east of Silvera Avenue. Implementation of the proposed project would not result in any population growth. In addition, emissions associated with the construction activities would be below the emissions thresholds established in the South Coast Air Quality Management District (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook, as shown below. Therefore, the project is in accordance with the adopted AQMP.

### **Short-Term (Construction) Emissions.**

**Equipment Exhaust.** Construction activities would generate combustion emissions from utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew. Exhaust emissions during the construction activities envisioned on site would vary daily as construction activity levels change. The use of construction equipment would result in localized exhaust emissions. The types and number of construction vehicles expected to be used during construction have been specified based upon typical construction methods for the proposed development. The proposed development consists of site clearance and construction of new open space facilities. Emissions associated with the construction of the new site have been estimated and are shown in Table 5.A. When properly coordinated, construction equipment emissions would not exceed the daily thresholds for the criteria pollutants of nitrogen oxides (NO<sub>x</sub>), reactive organic compounds (ROC), carbon monoxide (CO), sulfur oxide (SO<sub>x</sub>), and particulate matter less than 10 microns in diameter (PM<sub>10</sub>).

**Fugitive Dust.** Fugitive dust emissions are generally associated with land clearing, exposure, and cut-and-fill operations. Dust generated daily during construction would vary substantially, depending on level of activity, specific operations, and weather conditions. Nearby sensitive receptors and on-site workers may be exposed to blowing dust, depending upon prevailing wind conditions.

**Table 5.A: Peak Construction Day Equipment Exhaust Emissions**

Number and Equipment Type <sup>1</sup>	No. of Hours in Operation	Pollutants <sup>2</sup> (pounds/day)				
		CO	ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>
1 Wheeled Dozer	8	14.4	1.5	33.4	2.8	1.3
1 Tracked Loader	8	1.6	0.8	6.6	0.6	0.5
1 Tracked Tractor	8	2.8	1.0	10.0	1.1	0.9
1 Motor Grader	8	1.2	0.3	5.7	0.7	0.5
2 Miscellaneous	8	5.4	1.2	13.6	1.1	1.1
Workers Commutes <sup>3</sup>	50 miles	10.3	1.9	3.3	0.6	1.2
<b>TOTAL</b>		<b>36</b>	<b>7</b>	<b>73</b>	<b>7</b>	<b>6</b>
<b>Threshold</b>		<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>
<b>Significant?</b>		<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: LSA Associates, Inc. 2006.

PM<sub>10</sub> emissions from site clearance and grading operations during a peak construction day are based on assumptions and past experience with similar-sized projects. The SCAQMD estimates that each acre of graded surface creates about 26.4 pounds of PM<sub>10</sub> per workday during the construction phase of the project, and 21.8 pounds of PM<sub>10</sub> per hour from dirt/debris pushing per dozer. It is assumed that the entire 1.37-acre site would be under construction or exposed on any single day. It is also assumed that one dozer would be used eight hours per day, together with other equipment. Therefore, a maximum of 211 pounds of PM<sub>10</sub> per day would potentially be generated from soil disturbance during the construction phase. This level of dust emission would exceed the SCAQMD threshold of 150 pounds per day during construction.

However, with implementation of the Standard Air Pollution Control Measures listed in Mitigation Measure 4.2.2 (DEIR 2005), fugitive dust emissions from construction activities are expected to be reduced to 105 pounds or less per day, with 50 percent effectiveness. Combined with the six pounds per day generated by equipment exhaust, the total mitigated dust emission of 111 pounds per day would be below the SCAQMD threshold of 150 pounds per day. Table 5.B lists fugitive dust emissions and construction equipment exhaust.

Table 5.B shows that during peak grading days daily total construction emissions without compliance with Mitigation Measure 4.2.2 (DEIR 2005) would exceed the SCAQMD threshold for PM<sub>10</sub>. However, with the measures implemented, total daily construction emissions would be below the SCAQMD threshold for PM<sub>10</sub>. The other four air pollutant emissions would be below the daily thresholds established by the SCAQMD without mitigation. Therefore, the open space site with mitigation incorporated will not result in any significant short-term air quality impacts.

<sup>1</sup> Number and type of equipment and number of workers are estimates based on similar projects.

<sup>2</sup> Emissions factors are from SCAQMD CEQA Air Quality Handbook, Table A9-8-A, Table A9-8-B, and Table A9-8-C.

<sup>3</sup> Assuming 24 workers traveling 50 miles round-trip per worker.

**Table 5.B: Peak Grading Day Total Emissions (lbs/day)**

Category	CO	ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>
Vehicle/Equipment Exhaust	36	7	73	7	6
Fugitive Dust from Soil Disturbance—No Mitigation	—	—	—	—	211
Fugitive Dust from Soil Disturbance—With Mitigation	—	—	—	—	105
Total Grading—No Mitigation	36	7	73	7	217
Total Grading—With Mitigation	36	7	73	7	111
<b>SCAQMD Threshold</b>	<b>550</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>150</b>
<b>Significant? (With Mitigation)</b>	NO	NO	NO	NO	NO

Source: LSA Associates, Inc. 2006.

**Long-Term Regional Air Quality Impacts.** With the exception of site maintenance equipment and employee commutes, the proposed open space would not generate any long-term vehicle trips or stationary source emissions. Therefore, the proposed project would not result in any long-term air quality impacts. No mitigation measures would be required.

**Objectionable Odors.** Some objectionable odors may emanate from the operation of diesel-powered construction equipment during the construction of the open space site. These odors, however, would be limited to the short-term construction period of the project, would be temporary, and therefore would not be significant. Mitigation Measure 4.2.4, included in DEIR 2005, requires that construction equipment be maintained in good operating condition to minimize emissions. No significant impacts related to objectionable odors will result from the proposed project.

**Expose Sensitive Receptors to Substantial Pollutant Concentrations.** Construction of the open space site may expose the surrounding sensitive receptors to airborne particulates and fugitive dust, as well as a small quantity of construction equipment pollutants (usually from diesel-fueled vehicles and equipment). However, these impacts are temporary and of short duration and will be reduced to below a level of significance with implementation of Mitigation Measure 4.2.2 (DEIR 2005).

**Cumulative Air Quality Impacts.** As stated in DEIR 2005, the proposed Home Depot project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction may result in substantial short-term increases in air pollutants. This would be a contribution to short-term cumulative air quality impacts.

The proposed Home Depot project would also result in increases in long-term operational emissions. The project would contribute cumulatively to local and regional air quality degradation.

The Basin is in nonattainment for CO, PM<sub>10</sub>, and O<sub>3</sub> at the present time. Construction of the proposed Home Depot project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status. Therefore, the proposed Home Depot project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

As discussed above, construction and operation of the proposed open space site would not result in any new exceedances of the SCAQMD criteria pollutant emissions thresholds. There would be no cumulatively considerable net increase of the criteria pollutants that are in nonattainment status in the South Coast Air Basin (Basin) as a result of the proposed open space site. Soil disturbance would be staggered so as not to occur at the same time as grading of the Home Depot site. Therefore, although the project as a whole result in a significant cumulative air quality impact, the impact reported in DEIR 2005 is not worsened by the addition of the open space area to the project.

## Biological Resources

### Sensitive Species.

**Plants.** The study area is a vacant lot that does not support any native vegetation. The area is paved, but does not appear to be regularly maintained. Sparse, low-growing, ruderal vegetation is present in areas where the asphalt has cracked or sediment has accumulated. This vegetation consists primarily of Russian-thistle (*Salsola tragus*), Bermuda grass (*Cynodon dactylon*), and crabgrass (*Digitaria sanguinalis*). Other species observed on site include ripgut grass (*Bromus diandrus*), red-stemmed filaree (*Erodium cicutarium*), common groundsel (*Senecio vulgaris*), and perennial sow-thistle (*Sonchus arvensis*). Common nonnative species typically found in disturbed areas were observed near the perimeter of the site and include two large California fan palms (*Washingtonia filifera*) and one small Canary Island palm (*Phoenix canariensis*). No special-interest plant species identified in the literature review were observed in the study area, and none of these species are expected to occur because of the disturbed nature of the site and lack of exposed soil and unpaved surfaces.

**Wildlife.** Wildlife observed in or flying over the study area include California gull (*Larus californicus*), Anna's hummingbird (*Calypte anna*), and American pipit (*Anthus rubescens*). While special-interest species may forage or fly over the area, none of these species are expected to breed in the area because of the lack of vegetation suitable for nesting and proximity to the roadway. However, the two Mexican fan palms at the eastern boundary of the site may provide nesting habitat for migratory birds.

The City, as required by law, will comply with the requirements of the Migratory Bird Treaty Act (MBTA) and U.S. Fish and Game Code 3503.5. To ensure compliance with the MBTA and the U.S. Fish and Game Code, the City conditions project applicants to retain a qualified biologist to survey project areas where vegetation removal is to occur between January 1 and August 15. The biologist is required to survey the area no more than 30 days prior to the beginning of construction and to monitor the area for active nests during the initial clearing and grubbing procedures. In the event of discovery of active nests in an area to be cleared, protective measures are taken to avoid any impacts to the nests until the young have fledged and nesting activity is

completed. Since a burrowing owl was previously observed on site, the City will require preconstruction surveys according to protocol established by the California Burrowing Owl Consortium. Since these measures are already required by law and enforced by the California Department of Fish and Game (CDFG) and/or the City, no mitigation is required.

**Potential Jurisdictional Wetlands and Jurisdictional Waters.** Small curbs along the perimeter of the site appear to be used for drainage purposes, but do not exhibit an ordinary high water mark, and therefore would not likely be considered jurisdictional. The site does not contain any other drainage courses that potentially meet the State and/or federal definitions of streambeds, wetlands, and/or waters of the U.S., nor any that would be subject to the jurisdictional authority of regulatory agencies. Therefore, it is anticipated that the proposed open space project will not require any permits from the U.S. Army Corps of Engineers (Corps) or the CDFG.

**Wildlife Movement Corridors.** The site may be used for movement of small mammals such as opossum, coyote, and other wildlife that utilize the Channel View Park trail adjacent to the Los Cerritos Channel. The proposed open space site will provide similar or improved opportunities for wildlife movement as the current condition, and will not impede wildlife movement. Therefore, no potential adverse impacts to regional wildlife movement are anticipated as a result of the proposed project. In fact, the proposed open space site would enhance the habitat value for wildlife use.

**Ordinances, Plans, and Policies.** The City of Long Beach has a tree ordinance that applies to City-owned trees. A ministerial permit would be required if the project would remove trees from City-owned property. However, no City-owned trees will be removed as part of the project, and no mitigation is required.

The open space site is not within any U.S. Fish and Wildlife Service (USFWS) designated critical habitat areas and is not within an area designated for conservation in a Natural Community Conservation Plan (NCCP). There is no adopted Habitat Conservation Plan (HCP), NCCP, or other habitat conservation plan in the City of Long Beach; therefore, the project will not conflict with any such plans. The proposed open space site is not located within the coastal zone. The project site at the intersection of Studebaker Road and Loynes Drive is located within the coastal zone and is subject to the requirements of the City's Local Coastal Program.

**Cumulative Biological Impacts.** The proposed open space site will not result in a loss of wetland habitat, will not impact any sensitive species, and will not directly or indirectly impact any wetlands. Therefore, the proposed open space site would not contribute to cumulative losses of sensitive species or habitat, and no significant cumulative biological impacts would occur as a result of implementation of the proposed off-site open space.

### **Cultural and Paleontological Resources.**

**Historical Resources.** The project site at the corner of 7th Street and Silvera Avenue is currently vacant, asphalt-paved, and surrounded by fencing. Small wooden sheds or "pump" houses are

located on southern parcel and appear to contain equipment related to an underground water pipe traversing the site. There are no historic structures, as defined in State CEQA Guidelines Section 15064.5, on the project site. Therefore, no mitigation is required for impacts to historical resources on site, and project impacts related to historical resources are less than significant.

**Paleontological Resources.** The site is located within an area of recent Quaternary alluvial sediment brought to the area by the San Gabriel River and surrounded by bedrock exposures of Late Pleistocene sediments of the San Pedro and Palos Verde Sands deposits, known to produce limited vertebrate fossils. It is unlikely that *in situ* deposits of fossiliferous sediments will be encountered during project construction. However, there is a potential to encounter unknown paleontological resources during excavation activities. Mitigation Measure 4.4.1 found in DEIR 2005 addresses potential impacts with regard to discovered paleontological resources and is applicable to the proposed open space site.

**Archaeological and Prehistoric Resources.** On February 5, 2004, a records search for the Long Beach Home Depot project was conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The records search included the project area and a 0.5-mile (0.8-km) radius around it. The radius included the proposed open space site to that is currently being considered. On February 16, 2006, LSA Associates, Inc. (LSA) contacted the SCCIC to determine whether subsequent to the 2004 Long Beach Home Depot records search: (1) any cultural resources had been identified within the 0.5-mile radius of that records search (extension area) and (2) any cultural resource studies had taken place within that area. SCCIC staff informed LSA that subsequent to the 2004 records search, one cultural resource study that includes the proposed open space site has been completed. While cultural resources were identified during that study, none were recorded within the proposed open space site. Also, the entire site is covered with asphalt. Since visibility of the ground surface is zero percent, a survey is not recommended. However, because other resources have been recorded within the vicinity of the extension area, an archaeological monitor should be present during any construction-related ground-disturbing activities. Mitigation Measure 4.4.3 requires the presence of a Los Angeles County certified archaeologist at the pre-grading meeting and during all grading activity on the proposed open space site. Mitigation Measure 4.4.3 will reduce project impacts related to unknown archaeological and prehistoric resources to a less than significant level.

In addition, Mitigation Measure 4.4.2 required compliance with State Health and Safety Code 7050.5 in the event that human remains are encountered. Implementation of Mitigation Measure 4.4.2 will reduce potential impacts related to the discovery of human remains to a less than significant level.

**Cumulative Cultural Resources Impacts.** The proposed project, in conjunction with other past, present, or reasonably foreseeable future projects, has the potential to result in a cumulative impact due to the loss of undiscovered paleontological resources and human remains during grading and construction activity. Incorporation of mitigation measures will reduce the proposed

project's incremental contribution to this potential cumulative impact to a less than significant level.

**4.4.3** In conjunction with the submittal of applications for rough grading permits, the Director, Department of Planning and Building, shall verify that a Los Angeles County certified archaeologist has been retained, shall be present at the pregrading conference and shall establish procedures for temporarily halting or redirecting work if unrecorded archaeological resources are discovered during grading to permit the sampling, identification, and evaluation of archaeological materials as appropriate. The cultural resource management program will include resource monitoring during project grading of archaeologically sensitive sediments to ensure that unidentified cultural resources are not affected by the proposed undertaking. If archaeological materials are identified during construction, standard professional archaeological practices shall be initiated to characterize the resources and mitigate any impacts to those resources. Included within this program will be the development of a curation agreement for the permanent care of materials collected from the project. This agreement would be negotiated with a suitable repository.

## **Geology and Soils.**

**Shrinkage and Subsidence.** Shrinkage is the loss of soil volume caused by compaction of fills to a higher density than before grading. Subsidence is the settlement of in-place subgrade soils caused by loads generated by large earthmoving equipment.

The proposed open space site is not located within an area of known subsidence that may be associated with groundwater or petroleum withdrawal, peat oxidation, or hydrocompaction. No oil exploration has been reported at the site. Thus, the potential site constraint associated with land subsidence is considered low, and no mitigation is required.

**Wastewater Disposal.** The project does not include the use of septic tanks or alternative methods for disposal of wastewater into the subsurface soils. The proposed landscaping of land adjacent to 7th Street and Silvera Avenue does not include connections to or extensions of existing sewer lines to the proposed open space site. A new sewer line is proposed for the project site at the intersection of Studebaker Road and Loynes Drive. Refer to Section 4.10 of this Recirculated Draft EIR for a detailed discussion of this project component.

**Seismic Considerations.** The project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone, nor is it currently identified by the regulatory community as being located within zones of either primary or secondary co-seismic surface deformation (e.g., pressure ridges, escarpments, fissures). Thus, the site is not expected to experience primary surface fault rupture or related ground deformation during the life of the proposed open space.

The site may experience significant ground shaking or secondary seismic ground deformation effects should a major seismic event occur along the Newport-Inglewood Structural Zone (the nearest recognized surface traces) or any active faults; therefore, construction of the proposed

project will incorporate seismic design recommendations from the final geotechnical investigation for the proposed project (Mitigation Measure 4.5.1; refer to Section 4.5 of DEIR 2005). No structures are proposed for the open space site. Seismic ground shaking impacts are considered less than significant with implementation of design considerations as well as the current Uniform Building Code and standard engineering practices and in light of the fact that no buildings are proposed on this site.

**Erosion Potential.** There is the potential for soil erosion to occur at the site during site preparation and grading activities. The proposed project will include grading of topsoil on the project site to allow for landscaping and drainage features. After landscaping, erosion potential will be minimal. Mitigation measures are required to reduce fugitive dust and transport of soil into Los Cerritos Channel (refer to Section 4.2 of the DEIR 2005). With implementation of these standard control measures, soil erosion potential will be reduced to less than significant levels.

**Liquefaction.** Most of the subsurface soils in the area are either cohesive soils that do not satisfy the characteristics necessary for liquefaction or are dense to very dense granular soils. The main impact would be settlement of the ground surface. The projected settlement due to liquefaction is not considered significant because no buildings or foundations are proposed that would be affected by geotechnical constraints such as liquefaction. Therefore, the potential for impacts resulting from liquefaction is considered less than significant.

**Lateral Spreading.** A potential result of soil liquefaction on site is lateral spreading, which is the differential movement of the ground surface due to open face excavations. As stated above, most of the subsurface soils in the area are either cohesive soils that do not satisfy the characteristics necessary for liquefaction or are dense to very dense granular soils. Therefore, lateral spreading is not considered likely. Mitigation Measure 4.5.2 (DEIR 2005) requires a final geotechnical investigation as well as plan review by the geotechnical consultant and the City. Therefore, potential impacts regarding lateral spreading will be less than significant with mitigation incorporated.

**Expansive Soils.** The clayey soils in the area have an expansion potential of medium to high and are considered to be severely corrosive to steel (Appendix E of DEIR 2005). Without protection, structural foundations could be affected, potentially leading to foundation failure. However, no buildings or structural foundations are proposed on the proposed open space site. Therefore, potential impacts related to expansive soils on that site are considered less than significant. Mitigation Measure 4.5.2 (DEIR 2005) will ensure that recommendations would be provided in a comprehensive geotechnical report to mitigate for potential impacts related to corrosion and expansive soils during the design and construction of the open space site.

**Site Preparation.** Site preparation includes removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas. Only surface soils on the

proposed open space site will be graded. Subsurface facilities, including electrical and water equipment vaults, will not be removed. No buildings or structural foundations are proposed for the open space site, however, pump houses and electrical sheds will be relocated to the area within the Los Angeles County Flood Control District easement. Therefore, impacts related to site preparation are considered less than significant for the proposed open space site. Mitigation Measure 4.5.3 (DEIR 2005) will reduce potential impacts related to site preparation of the project site at the intersection of Studebaker Road and Loynes Drive to a less than significant level.

**Cumulative Geology and Soils Impacts.** For the analysis of Geology and Soils, the study area considered for the cumulative impact of other projects consisted of (1) the area that could be affected by proposed project activities; and 2) the areas affected by other projects whose activities could directly or indirectly affect the geology and soils of the proposed project site. In general, only projects occurring adjacent to or very close to the project site were considered. Neither the proposed project nor any of the identified projects with potential cumulative impacts entailed activities that would affect geology and soils at significant distances from the site (e.g., projects requiring significant structural blasting or drilling, high vibration activities, deep excavation, etc.).

The analysis indicated that there would be no significant cumulative impact of the proposed project related to geology and soils. This conclusion is based on the following:

- There are no rare or special geological features or soil types on site that would be affected by project activities.
- There are no other known activities or projects with activities that would affect the geology and soils of this site.

## **Hazards and Hazardous Materials**

Refer to Section 4.6 of this Recirculated Draft EIR for analysis of Hazards and Hazardous Materials impacts related to landscaping of the 1.37-acre site at the corner of 7th Street and Silvera Avenue.

## **Hydrology and Water Quality**

**Groundwater Supply.** The project site at the corner of 7th Street and Silvera Avenue is not within an area that is used for groundwater production. This site would be landscaped and would connect an existing water main in 7th Street. The removal of existing asphalt at this site and replacement with pervious surfaces would increase the potential for groundwater percolation into the soil. Therefore, no mitigation is required for impacts to groundwater supply and project impacts to groundwater supply are less than significant.

**Flooding.** According to the Phase I Environmental Site Assessment prepared for the open space site, this site is not within the 100- or 500-year floodplain.<sup>1</sup> Therefore, no mitigation for impacts to floodplains is required.

### **Water Quality.**

**Construction.** The open space site would be subjected to the same General Construction Permit and Municipal Code requirements as the proposed Home Depot site. The open space site would be included in the Storm Water Pollution Prevention Plan (SWPPP) for the project and construction best management practices (BMPs) would be implemented as required by Mitigation Measure 4.7.1 from DEIR 2005. With implementation of Mitigation Measure 4.7.1, no significant impacts would occur.

**Operation.** With the project, the open space site would change from an area mostly covered by impervious asphalt to a landscaped area. The increase in pervious area would reduce the amount of runoff from the site and associated pollutant loading and would allow some percolation of water into the soil. The open space site would include City-required Source Control BMPs such as xeriscape and erosion protection (Table 4.7.E of the DEIR) and new development BMPs such as landscape planning and efficient irrigation, and building and grounds maintenance (Table 4.7.F of the DEIR). The project-level Standard Urban Stormwater Management Plan (SUSMP) for the proposed project will include the BMPs required for the open space site and is subject to review and approval by the City Director of Public Works (Mitigation Measure 4.7.4 of DEIR 2005). With implementation of Mitigation Measure 4.7.4, no significant impacts would occur.

**Drainage and Erosion.** As mentioned above, the proposed project would reduce runoff from the open space site. The open space site currently drains to the southeast via an asphalt berm. With the project, the existing drainage pattern would be maintained via swales. The proposed project would not increase storm flows from the open space site, would not change the drainage pattern, and would not affect the capacity of existing drainage systems. No significant impacts would occur and no mitigation is required.

**Cumulative Hydrology and Water Quality Impacts.** The project would provide a beneficial effect to hydrology and water quality at the open space site because it would reduce runoff flows from the site. Therefore no significant cumulative impacts would occur.

### **Land Use**

**Physically divide an established community.** The project site at the corner of 7th Street and Silvera Avenue is currently vacant, asphalt-paved, and surrounded by fencing. Small wooden sheds or “pump” houses are located on the southern parcel and appear to contain equipment

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<sup>1</sup> Geosyntec Consultants. Phase I Environmental Site Assessment Two Vacant Parcels Associated with the Proposed Home Depot Development, Long Beach, California. July 7, 2005.

related to an underground water pipe traversing the site. The project proposes to construct landscaped open space adjacent to the existing Channel View Park. The project site does not currently connect with or serve as a focal point in the community. As open space, the proposed project will serve community recreation needs. Therefore, implementation of the proposed project would not result in the physical division of an established community.

**Conflict with any applicable habitat conservation plan or natural community conservation plan.** The proposed project will not conflict with any habitat conservation plan or natural community conservation plan. There are no such plans applicable to the project site.

**Conflict with Existing On-Site and Adjacent Land Uses.** The project site at the corner of 7th Street and Silvera Avenue is currently vacant, asphalt-paved, and surrounded by fencing. Small wooden sheds or “pump” houses are located on the southern parcel and appear to contain equipment related to an underground water pipe traversing the site. The project site is located between 7th Street and Kettering Elementary School. The site is bounded on the west by Silvera Avenue and residential properties, on the north by 7th Street and residential properties, on the east by Channel View Park and the Los Cerritos Channel, and on the south by Kettering Elementary School.

Short-term effects of the project will result from earth-moving activities on the project site and installation of landscaping. These activities will result in short-term air quality effects, as described in this Recirculated Draft EIR, and short-term, construction-related noise impacts. None of the surrounding land uses will experience short-term effects outside those described above. Mitigation measures are included to reduce the effect of short-term construction air quality and noise impacts. Short-term noise effects are less than significant. Short-term air quality impacts for the entire proposed project (i.e., the proposed open space site and the project site at the intersection of Loynes Drive and Studebaker Road) remain significant after implementation of mitigation measures.

Long-term land use compatibility and operational conflicts are generally considered significant if they lead to physical impacts on persons living or working in the area. Such incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, air pollution (including odor), or activity level, or substantial incongruity and conflict (physical and visual) with adjacent land uses. As previously stated, the proposed open space site is surrounded by residential uses, open space, and an educational facility. Landscaping of the 1.37-acre site at the corner of 7th Street and Silvera Avenue will not result in substantial incongruity or conflict with adjacent uses. The proposed project will landscape current vacant land, effectively extending Channel View Park in the area adjacent to Kettering Elementary. There are no odors, traffic increases, aesthetic features, or noise impacts related to the proposed open space area that would conflict with existing adjacent land uses.

**Conflict with applicable land use plans, policies, or regulations.**

**General Plan.** The General Plan for the City of Long Beach articulates a vision that gives direction to the long-range development of the City. The proposed open space site is currently designated LUD No. 7, Mixed Use in the City of Long Beach General Plan. LUD No. 7 is intended for the careful and synergistic blending of different types of land use to vitalize an area and to support urban structure.

The proposed open space site is consistent with the current General Plan designation for the site, and a General Plan amendment is not required for project implementation. The proposed project will give the site greater importance in the urban structure of the City of Long Beach by linking it to Channel View Park and its use as an open space site will vitalize an underutilized property.

Section 4.8.2 identifies two goals of the General Plan Land Use Element that are applicable to the project site. As outlined below, the proposed project furthers the intent of these goals:

**Managed Growth:** Guide growth to have an overall beneficial impact upon the City's quality of life.

**Project:** The proposed open space site will provide park space on land that has been underutilized as a result of development constraints. The overall project will increase commercial retail opportunities in the City and result in redevelopment of an underutilized property; therefore, it is consistent with this goal.

**Functional Transportation:** Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods.

**Project:** Although the proposed open space site does not include transportation system improvements (the Home Depot project as a whole includes transportation system improvements; refer to Section 4.11 of DEIR 2005 for additional information), the proposed open space area will tolerate high traffic volumes while not generating flows on 7th Street. It will also create a landscaped buffer between 7th Street and Kettering Elementary School.

**Local Coastal Program.** Unlike the project site at the intersection of Studebaker Road and Loynes Drive, the proposed open space site is not located in the Coastal Zone. However, the proposed project will (as a whole) require the issuance of a Local Coastal Development Permit (LCDP) because the project site at the intersection of Loynes Drive and Studebaker Road is located in the coastal zone. Mitigation Measure 4.8.1 in DEIR 2005 requires approval of an LCDP prior to project implementation.

The proposed Home Depot project is consistent with the policies outlined in the LCP. The proposed project will be developed and function as an integrated shopping center, with adequate on-site parking and landscaping on a site previously developed and used for industrial purposes. Sandwiched between existing generating plants, ancillary power-generating facilities, and the San

Gabriel River and Los Cerritos Channel, the proposed project represents a development opportunity for a currently underdeveloped and underutilized site. The proposed project answers the need to balance economic development factors with the existing environmental constraints of the project site (e.g., adjacent land uses, traffic, and soil that has been impacted by petroleum hydrocarbons).

Further, the proposed project is consistent with the concept of fiscal responsibility. As development funded by private entrepreneurs, the proposed project will result in development of the project site in a manner that is consistent with environmental standards and will result in a low development cost burden to the City and residents of Long Beach. The project site will be required to implement traffic improvements to the surrounding circulation system. As outlined in Section 4.11 of DEIR 2005, not all project impacts will be reduced to below a level of significance. However, traffic intrusion into residential neighborhoods will be minimal, consistent with the objectives of the LCP.

In addition, the project will increase pedestrian and bicycle access opportunities. The proposed development provides a trail along Studebaker Road that will allow pedestrians and bicyclists to access the site; cross at the signalized intersection over the Los Cerritos Channel; and pick up the existing trail along the west side of the channel, which links the site with the existing residential areas farther north. Pedestrians and bicyclists using Channel View Park will also be able to access the proposed open space site at the corner of 7th Street and Silvera Avenue. The project proposes to provide a five-foot-wide decomposed granite travel along the length of the site, effectively extending the Channel View Park bike path to Silvera Avenue. 0.63 acre of the 1.37-acre site will be deeded to the City of Long Beach as public open space, consistent with the City's park dedication policy.

**Zoning Ordinance.** The proposed open space site is currently zoned Planned Development (PD-1), which is the Southeast Area Development and Improvement Plan (SEADIP) area. The PD district was established to allow flexible development plans to be prepared for areas of the City that may benefit from the formal recognition of unique or special land use and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. Purposes of the PD district include permitting a compatible mix of land uses, allowing for planned commercial areas and business parks, and encouraging a variety of housing styles and densities (Ord. C-6533 § 1 (part), 1988).

SEADIP was adopted by the Long Beach City Council in 1977 as a specific plan and amendment to the then-current General Plan. It was later incorporated into the LCP for the City of Long Beach. As a PD zoning district, SEADIP provides development standards for property in the 1,470-acre planning area.

The proposed open space site is located within Subarea 14 of PD-1 (SEADIP). At the time SEADIP was adopted, the project site was thought to be owned by the California Department of Transportation, and the Specific Plan called for Subarea 14 (i.e., the project site at the corner of 7th Street and Silvera Avenue) to be improved as landscaped open space. The project proposes to improve the site with landscaping and to provide pedestrian access from the project site to the existing Channel View Park.

SEADIP did not establish standards for site landscaping; therefore, the development standards of the Park (P) District are applicable. The P district is the zoning district that is closest to the overall intentions of SEADIP with regard to the site.

Development standards for the P district are found in Chapter 21.35 of the Long Beach Zoning Code. The applicable development standards in the P zone and PD-1 zoning district are as follows:

Minimum Setbacks:	10 feet (from street rights-of-way) 5 feet from any other zoning district
Maximum Building Height:	30 feet
Maximum Site Coverage	1 percent (for mini and greenway parks)
Signage	Each park may display one freestanding sign, not to exceed one hundred (100) square feet, on each street frontage facing each direction, and one freestanding sign, not to exceed twenty four (24) square feet, for each major vehicle entrance to the park. Such signs shall identify the name of the park only.
Maximum Fence Height:	6 feet within yard area abutting a public street 10 feet for other yard areas

Landscaping on site will be provided in accordance with 21.42 of the City of Long Beach Zoning Ordinance.

The proposed project will result in the conversion of the site at the corner of 7th Street and Silvera Avenue to public open space in accordance with SEADIP and the provisions of the City of Long Beach Zoning Ordinance. The proposed project does not required a zone change, and no mitigation is required.

There are several additional provisions of the SEADIP that are applicable to the proposed project, including both the proposed Home Depot and the proposed open space site. As outlined below, the proposed project is consistent with these provisions.

**Provision A.4:** A minimum of thirty percent of the site shall be developed and maintained as useable open space.

**Project:** Approximately 27.55 percent of the site is reserved for open space on the proposed Home Depot site at the corner of Studebaker Road and Loynes Drive. With the addition of the proposed open space site, approximately 33 percent of the total project site (i.e., the Home Depot site on Studebaker Road and the open space site on 7th Street) is reserved for open space. Although a variance is still required because the open space is

not located on the Home Depot project site, by integrating usable open space into the overall project, the project meets the intent of SEADIP.

**Provision A.8:** All development shall be open and inviting to the public; the public shall not be excluded from use of private streets and bicycle and pedestrian trails.

**Project:** The proposed Home Depot site design includes additional landscaping along the main project entrance and a landscaped trail along Studebaker Road to promote public access. The proposed open space site will include landscaping of a 1.37-acre site and additional public access to Channel View Park.

**Provision A.9:** All development shall be designed and constructed to be in harmony with the character and quality of surrounding development so as to create community unity within the entire area.

**Project:** The landscaping and trails along the front setback area of the project site at the intersection of Studebaker Road and Loynes Drive tie into additional open space areas along the entry drive that include amenities and outdoor seating for community use. In addition, the project will allow community use of the site for commercial retail purposes. Commercial retail uses in an industrial area provide support services and amenities to surrounding industries and the neighborhoods and communities of Long Beach. Landscaping of the proposed open space site at the corner of 7th Street and Silvera Avenue will effectively extend Channel View Park into the area adjacent to Kettering Elementary School. The proposed open space use is consistent with existing residential and public facility uses adjacent to the site.

**Provision A.10:** Developers shall construct public open space, trails, pathways and bicycle trails for each development in such a manner that they will be generally accessible to the public and that they will interconnect with similar facilities in adjacent developments so as to form an integrated system of open space and trails connecting major points of destination.

**Project:** The proposed development provides a trail along Studebaker Road that will allow pedestrians and bicyclists to access the site; cross at the signalized intersection over the Los Cerritos Channel; and pick up the existing trail along the west side of the channel, which links the site with the existing residential areas farther north. Pedestrians and bicyclists using Channel View Park will also be able to access the proposed open space site at the corner of 7th Street and Silvera Avenue. The project proposes to provide a five-foot-wide decomposed granite travel along the length of the site, effectively extending the Channel View Park bike path to Silvera Avenue.

**Provision A.13:** Adequate landscaping and required irrigation shall be provided to create a park-like setting for the entire area. A landscaped parkway area shall be provided along all developments fronting on Pacific Coast Highway, Westminster Avenue, Studebaker Road, Seventh Street and Loynes Drive.

**Project:** A landscaped parkway, which ranges from 80 to 120 feet in width, is provided along Studebaker Road. Landscaping in the parkway will partially screen buildings and

provide shade along the parkway. Additional landscaping is also included within the project site. Landscaping of the proposed open space site at the corner of 7th Street and Silvera Avenue will effectively extend Channel View Park into the area around Kettering Elementary School (along 7th Street). Water for irrigation will come from an existing water main in 7th Street.

**Provision A.14:** No additional curb cuts shall be permitted on Pacific Coast Highway, Westminster Avenue, Studebaker Road, or Seventh Street unless it can be shown that inadequate access exists from local streets or unless specifically permitted by Subarea regulations provided herein. This restriction shall not preclude the provision of emergency access from these streets as may be required by the City.

**Project:** Inadequate access to the project site at Studebaker and Loynes currently exists. At present, the project site is accessed through one of the adjacent power-generating stations. Any uses on the project site would require additional access points and emergency access points to comply with City codes and regulations. No additional curb cuts are proposed to access the open space site at the corner of 7th Street and Silvera Avenue.

**Provision A.15:** All utility lines shall be placed underground and utility easements shall be provided as required unless waived by the Commission on the advice of the Director of Public Works.

**Project:** Existing and proposed utility lines on site will be undergrounded, removed, or relocated.

**Provision A.16:** Developers shall construct, in accordance with plans approved by the Director of Public Works, all necessary sanitary sewers to connect with existing public sewers, and shall provide easements to permit continued maintenance of these sewers by the City where the City accepts responsibility for such maintenance.

**Project:** Pursuant to City Sewer Master Plans, a privately owned sewer lift station and force main that will be connected to an existing public sewer line located in East Vista Street are proposed in conjunction with development of the site at the intersection of Studebaker Road and Loynes Drive. In addition, the project includes the replacement of 265 feet of an existing 8-inch-wide public sewer line with a 10-inch-wide sewer line in Vista Street between Daroca Street and Margo Street and the replacement of 261 feet of an 8-inch sewer line with a 10-inch-diameter sewer line between the manhole at Daroca and Vista Street and the first manhole in the golf course. Replacement of the existing 8-inch-wide sewer lines with 10-inch-wide sewer lines will serve the proposed project and correct the hydraulic overloading conditions that currently exist during wet weather conditions. The open space site will not require sewer service.

**Provision A.17:** Developers shall construct, in accordance with plans approved by the Director of Public Works, all new streets and ways within the area. All streets and ways will include the following:

- a. Roadway pavement, curbs, and sidewalks approved by the Director of Public Works. The sidewalk may be combined with an enlarged bicycle trail in such cases where the Commission and the Director of Public Works determine that an independent sidewalk is not required for pedestrian convenience and safety.
- b. Water lines approved by the General Manager of the Water Department.
- c. Fire hydrants approved by the Fire Chief and the General Manager of the Water Department.
- d. Street lighting using low-energy luminaries, as approved by the Director of Public Works.
- e. Storm drainage approved by the Director of Public Works.
- f. Street trees approved by the Manager of the Parks Bureau.
- g. Street signs and pavement traffic marking approved by the Director of Public Works.
- h. All Traffic control devices required by the Director of Public Works.

**Project:** The proposed project includes on- and off-site roadway improvements, including installation of pavement and sidewalks, as required. The Director of Public Works and the Long Beach Traffic Engineer will oversee all roadway improvements and installation of street signs, pavement traffic markings, and traffic control devices. The proposed project includes a landscaped trail and a sidewalk along Studebaker Road. The proposed project includes the replacement of existing on-site infrastructure and provides connections to existing water mains under Studebaker Road and 7th Street (for irrigation of the open space site). Existing lines on the Studebaker site will be abandoned and removed and new water lines will be constructed. The on-site water system will be maintained by the project applicant and will be constructed to Long Beach Planning and Building standards. Fire hydrants will be installed to Long Beach Fire Department and Long Beach Water Department specifications. Gravity sewer lines in public streets will be designed to Long Beach Water Department standards. All lighting will be subject to a Lightning Plan approved by the City of Long Beach Director of Planning and Building.

As previously stated, the proposed project will result in the conversion of the site at the corner of 7th Street and Silvera Avenue to public open space in accordance with SEADIP and the provisions of the City of Long Beach Zoning Ordinance. The proposed project does not require a zone change, and no mitigation is required. In addition, the proposed open space site is consistent with the provisions of SEADIP and does not require a standards variance. The proposed project furthers the overall intent of the PD-1 (SEADIP) zoning district to provide a community of residential, business, and light industrial uses integrated with a system of parks, open space, and trails. The landscaping along Studebaker Road is in excess of the required setback and includes wetlands-themed landscaping and a trail, which demonstrates that the project serves to fulfill the overall intent of SEADIP. In addition, the open space site at the corner of 7th Street and Silvera Avenue furthers the intent of SEADIP regarding the formal open space requirements for the project. The inclusion of the open space site does not result in any new significant impacts related to zoning and no mitigation is required.

**Citywide Strategic Plan.** Long Beach 2010, the Citywide Strategic Plan, includes several goals specific to economic development and business development in the City of Long Beach. Although the proposed open space area does not directly support economic development, it is part of a larger project that will allow commercial development of currently underutilized land.

The project objective of enhancing the economic vitality of the City of Long Beach by transitioning a site from brownfield to commercial retail center is consistent with the goals of the Strategic Plan. The proposed project will directly contribute to business development, job creation, the revitalization of aging areas, and infill development (Economic Development Goals 1–3).

For additional discussion of Long Beach 2010 and the proposed project's consistency with that plan, please refer to Section 4.8 in DEIR 2005.

**Cumulative Land Use Impacts.** Construction of the proposed project, when considered in conjunction with several other existing and planned developments in proximity to the project, will continue the pattern of infill urban development in the City of Long Beach and the City of Seal Beach. The proposed project, including the off-site open space site, will not contribute to a pattern of development that adversely impacts adjacent land uses or conflicts with existing or planned land uses. Conversion of the property at 7th Street and Silvera Avenue to landscaped open space will enhance the aesthetics of the built environment in this area of the City. There are no incompatibilities between the proposed open space site and planned future projects defined in DEIR 2005. Therefore, the contribution of the proposed open space to potential cumulative land use compatibility impacts (aesthetics, noise, air quality, odors, and traffic and circulation) in the study area is considered less than significant.

## Noise

**Construction Noise.** Two types of short-term noise impacts could occur during construction of the proposed project. The first type would result from the increased traffic associated with the transport of workers and equipment. The second type would result from the actual construction activity. Each of these potential noise impacts is described below.

Short-term significant noise impacts would be associated with increased construction traffic on access roads and demolition, excavation, grading, and building erection on the project site during construction. Noise levels from these activities may range up to 91 A-weighted decibel (dBA) maximum instantaneous noise level ( $L_{max}$ ) intermittently outside of the adjacent school and the residential units nearest the project site.

The transport of workers, construction equipment, and materials to the project site would incrementally increase noise levels on access roads leading to the site. Although there would be potentially high, single-event noise exposures with construction-related vehicles (e.g., trucks passing by at 50 feet generate a maximum level of 87 dBA), causing possible short-term intermittent nuisance, the effect on long-term ambient noise levels would be small and less than significant. Therefore, short-term temporary construction-related impacts associated with worker and equipment transport to the project site would result in a less than significant impact on noise sensitive receptors along access routes leading to the project site.

Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would vary the character of the noise generated on the project site and therefore the noise levels surrounding the project site as construction progresses. Despite the variety in type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 5.C provides estimates of typical construction equipment noise levels based on a distance of 50 feet between the equipment and a noise receptor.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels (the noisiest construction machinery is earthmoving equipment). Construction of the proposed project is expected to require the use of earthmovers such as bulldozers and scrapers, loaders and graders, water trucks, and pickup trucks. Typical operating cycles for such construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. As shown in Table 5.C, the maximum noise level generated by each earthmover on the proposed project site is estimated to be 88 dBA at 50 feet from an operating earthmover. The maximum noise level generated by water and pickup trucks is approximately 86 dBA at 50 feet from these vehicles. Each doubling of the sound sources with equal strength would increase the noise level by 3 dBA. Assuming each piece of construction equipment operates at some distance apart from the other equipment, the worst-case combined noise level during this phase of construction would be 91 dBA  $L_{max}$  at a distance of 50 feet from an active construction area.

There are existing school facilities within 50 feet of the project boundary that would be subject to noise levels of 91 dBA  $L_{max}$  from construction of the proposed project. However, construction of the project would not significantly affect land uses adjacent to the project site with implementation of Mitigation Measure 4.9.2 (DEIR 2005).

**Long-Term Noise.** With the exception of maintenance crew commutes, the proposed project area would not generate any additional daily vehicle trips. In addition, the project site would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. The project proposes to provide landscaping (e.g., trees, plants, grass) and hardscape (e.g., sidewalks, benches) that would result in intermittent use by cyclists or pedestrians. Therefore, no mitigation measures are required for long-term on-site and off-site uses.

**Groundborne Vibration.** Construction of the project would not result in significant groundborne vibration or groundborne noise on properties adjacent to the project site. Furthermore, project operation would not generate significant groundborne noise and vibration. Groundborne vibration from construction activity will be mostly low to moderate, except when pavement breaking occurs on the project site. However, even during periods of pavement breaking, there is sufficient distance between the nearest sensitive uses (approximately 50 feet from the project site boundary) and the construction site that it is unlikely that any damage to buildings associated with these uses would occur. Therefore, no significant groundborne noise and vibration impacts would occur, and no mitigation measures are required.

**Table 5.C: Typical Construction Equipment Noise Levels**

<b>Type of Equipment</b>	<b>Range of Maximum Sound Levels Measured (dBA at 50 feet)</b>	<b>Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)</b>
Pile drivers, 12,000 to 18,000 ft-lb/blow	81–96	93
Rock drills	83–99	96
Jack hammers	75–85	82
Pneumatic tools	78–88	85
Pumps	74–84	80
Scrapers	83–91	87
Haul trucks	83–94	88
Cranes	79–86	82
Portable generators	71–87	80
Rollers	75–82	80
Dozers	77–90	85
Tractors	77–82	80
Front-end loaders	77–90	86
Hydraulic backhoes	81–90	86
Hydraulic excavators	81–90	86
Graders	79–89	86
Air compressors	76–89	86
Trucks	81–87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman. 1987.

**Permanent Ambient Noise Levels.** With the exception of maintenance crew commutes the proposed project area would not generate any additional daily vehicle trips. In addition, the project site would not contain any noise sensitive or noise generating land uses such as playfields, playgrounds, or picnic areas. The project proposes to provide landscaping (e.g., trees, plants, grass) and hardscape (e.g., sidewalks, benches) that would result in intermittent use by cyclists or pedestrians. Therefore, the proposed project would not result in any significant long-term noise impacts. No mitigation measures would be required.

**Temporary Ambient Noise Levels.** Although at times there would be high intermittent construction noise in the project area during project construction, construction of the project would not significantly affect land uses adjacent to the project site. In addition, construction at the project site would comply with the hourly limits specified by Mitigation Measure 4.9.2 (DEIR 2005). Therefore, any potential impact would be mitigated to a level less than significant.

**Airport Noise and Private Airstrips.** The Long Beach Municipal Airport is located approximately two miles northeast of the project site. Based on the aircraft noise contours produced by the airports, the project site does not lie within the 60 dBA community noise equivalent level (CNEL) contour of the airport. Therefore, the potential for a significant impact from airport-related activities is small, and a single-event noise impact analysis is not warranted for this site.

The project site is not located within the vicinity of a private airstrip. Therefore, no impacts are related to this issue.

**Cumulative Noise Impacts.** As stated in DEIR 2005, the proposed project (i.e., the Home Depot project analyzed in DEIR 2005) will contribute to cumulative traffic noise impacts in the vicinity of the project site, but sound levels will not increase by more than 3 dBA from their corresponding existing levels, resulting in a less than significant cumulative noise impact. Construction and on-site operation of the proposed open space site would not contribute to off-site cumulative noise impacts from other planned or future projects. The proposed open space site will not increase traffic levels and would not lead to an increase in cumulative traffic noise. Construction impacts would be limited in duration and would occur only during hours allowed by the Long Beach Municipal Code (per Mitigation Measure 4.9.2).

## **Public Services and Utilities**

Refer to Section 4.10 of this Recirculated Draft EIR for analysis of potential Public Services and Utilities impacts related to landscaping of the 1.37-acre site at the corner of 7th Street and Silvera Avenue.

## **Transportation and Circulation**

**Air Traffic.** The Long Beach Municipal Airport is located approximately 3 miles northwest of the proposed open space site. The proposed open space site is not located within an aircraft flight path

and is not located within the Airport Safety Zone or the Airport's current adopted noise contours. The Los Alamitos Reserve Air Station is located approximately two miles northeast of the site. The proposed open space is not anticipated to result in a change in air traffic patterns that results in substantial safety risk. Likewise, the proposed open space site is not anticipated to be impacted by the existing airports. The impact of the proposed open space site on air traffic is anticipated to be less than significant, and no mitigation would be required.

**Hazards and Emergency Access.** Pedestrians and bicyclists would be able to access the proposed open space site from the corner of 7th Street and Silvera Avenue and from the east via an access walk connected to Channel View Park. Vehicular access to the site would be limited to maintenance vehicles accessing the County Flood Control Easement area. Maintenance vehicles will access the site from Silvera Avenue (where the existing access point is located). Emergency vehicles would be able to access the site along its frontage on 7th Street and at pedestrian and maintenance vehicle access points. Therefore, any impacts to emergency access associated with the proposed project will be less than significant, and no mitigation would be required.

**Neighborhood Street Impact.** During the Notice of Preparation/Scoping process, local residents expressed concern that project traffic would be distributed along the residential streets within the University Park Estates neighborhood located southwest of the project open space site as a means of accessing the Home Depot project site. The proposed open space site is not expected to contribute significant traffic that would cut through the neighborhood. No on-site parking is provided for vehicles. For additional information about potential cut-through traffic, please refer to Section 4.11 of DEIR 2005.

**Parking.** Although the open space area is intended to be used primarily by bicyclists and pedestrians accessing the site on foot, the City's minimum parking requirement for a passive park use is two spaces per acre. Based on the project site plan, approximately two parking spaces would be required for the proposed open space site.

As permitted in the City of Long Beach Zoning Code (§21.41.222), the proposed Home Depot project site, located less than 550 feet from Channel View Park, will provide the required vehicular parking and staging areas for bicyclists wishing to access the greenway and open space area. The proposed open space site will be connected to/an extension of the existing Channel View Park. Therefore, there would be no impact related to parking capacity, and no mitigation would be required.

**Congestion Management Program (CMP) Analysis.** The CMP requires new development projects to analyze potential impacts on CMP monitoring locations. Based on the 2002 CMP for Los Angeles County, the following arterial monitoring stations are located within the proposed project area:

- PCH/7th Street
- PCH/2nd Street

Per the CMP Traffic Impact Analysis Guidelines, a traffic impact analysis must be conducted where

- the proposed project will add 50 or more trips at CMP arterial monitoring intersections during the a.m. and p.m. weekday peak hours, and where
- the proposed project will add 150 or more trips, in either direction, at CMP mainline monitoring locations during the a.m. or p.m. weekday peak hours.

Since the two CMP intersections are included as study area intersections for the proposed project, the impact analysis at these locations is discussed throughout Section 4.11 in DEIR 2005. Both CMP intersections operate at unsatisfactory levels of service (LOS) in the a.m. and p.m. peak hours during the cumulative baseline condition. However, the proposed project does not significantly impact the CMP intersections by 2 percent of the capacity ( $ICU \geq 0.02$ ) and the proposed open space would not generate additional traffic. Therefore, the proposed project is consistent with the requirements of the CMP and CMP-related mitigation would not be required.

**Alternative Transportation.** The project site at the intersection of Studebaker Road and Loynes Drive is currently serviced by the Orange County Transportation Agency's (OCTA) transit service, which includes bus stops (Routes 1 and 60) located along northbound and southbound Studebaker Road adjacent to the Studebaker Road/Loynes Drive intersection. These stops are delineated with a sign only; there are no bus turnouts. Long Beach Transit (LBT) does not currently provide service adjacent to the project site at the Studebaker Road/Loynes Drive intersection.

The proposed open space at the corner of 7th Street and Silvera Avenue is currently serviced by LBT and OCTA. LBT maintains a bus stop on 7th Street just east of Bellflower. OCTA and LBT maintain a bus stop near the Atherton Road/Studebaker Road intersection.

It is anticipated that the existing transit services within the project area would be able to accommodate the project-generated transit trips. Due to the low estimated patronage, neither OCTA nor LBT anticipate providing new bus routes and/or bus stops along Studebaker Road, Loynes Drive, or 7th Street adjacent to the project site. However, LBT indicated that it would review the area in the future and that additional transit service could be added.<sup>1</sup> The project's impact on transit services will be less than significant, and no mitigation is required.

**Construction Traffic.** Construction impacts are temporary during the period of construction, and the number of construction workers would vary depending on the specific construction activities over time. To reduce the impact of construction traffic and roadwork, implementation of a construction management plan would be required to minimize traffic impacts to the local circulation system in the area. With implementation of Mitigation Measure 4.11.1, construction traffic impacts associated with implementation of the project and the proposed open space site would be less than significant.

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<sup>1</sup> Source: Personal communication. Dick Stillwell, Director of Services, Long Beach Transit. April 2004.

**Levels of Service.** The description of a City Park in the Institute of Engineers (ITE) *Trip Generation* manual, Seventh Edition (2003), is as follows: “City parks are owned and operated by a city. The city parks surveyed vary widely as to location, type and number of facilities, including boating or swimming facilities, ball fields, campsites and picnic facilities.” The project proposes to provide landscaping (e.g., trees, plants, grass) and hardscape (i.e., sidewalks and benches) along the 1.37-acre open space area. As such, the proposed enhancements are not similar to the descriptions for a City Park in the ITE manual. Based on its size and function, this open space site does not meet the ITE Manual definition of a City Park and would not generate traffic.

Because the proposed open space at the intersection of 7th Street and Silvera would not generate additional traffic, the LOS at the study area intersections would not change during the weekday and weekend peak hours. Therefore, the proposed landscaped open space can be implemented without impacting the LOS at the adjacent intersections. As such, the landscaping of the 1.37-acre open space site would not change the results of the Long Beach Home Depot Traffic Impact Analysis.

**Cumulative Traffic Impacts.** To determine the 2006 plus project condition (i.e., cumulative plus project condition) traffic generated by the proposed project, cumulative projects and an ambient growth factor were added to existing traffic volumes at the study area intersections. As Table 4.11.F in DEIR 2005 indicates, five study area intersections are forecast to operate at an unacceptable LOS (LOS E or F) in the p.m. peak hour for both the 2006 conditions and the 2006 Plus Project Conditions. Three intersections are forecast to operate an unacceptable LOS in the a.m. peak-hour for both 2006 conditions and 2006 Plus Project Conditions. Implementation of the proposed project would cause a significant ICU increase of 0.02 to the following intersections during the weekday peak hour:

- Studebaker Road/SR-22 westbound ramps: increase in LOS F during the p.m. peak hour
- Studebaker Road/2nd Street: increase from LOS E to LOS F during the p.m. peak hour

The proposed project would cause a significant impact to the following intersections during the weekend peak hour:

- PCH/7th Street: increase in LOS E and ICU of 0.028
- PCH/2nd Street: increase in LOS F and ICU of 0.029
- Studebaker Road/2nd Street: increase in LOS E and ICU of 0.044

These impacts would not be worsened by the proposed open space site. Because the proposed open space at the intersection of 7th Street and Silvera would not generate additional traffic, the impacts described in DEIR 2005 remain unchanged.

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## **6.0 OTHER CEQA TOPICS**

### **6.1 SEAPORT MARINA/CUMULATIVE TRAFFIC ANALYSIS**

The Traffic Impact Analysis (TIA) for the proposed project was prepared in April 2005. At the time of this analysis, the City identified two approved/pending projects (cumulative) within the project site: (1) 120 Studebaker Road, and (2) the Boeing Specific Plan. During the public review period on DEIR 2005 and the TIA, comments were raised by the public and City of Seal Beach regarding the cumulative projects analyzed in the TIA. The commentors requested that the cumulative analysis in the Home Depot TIA include the proposed Seaport Marina project as a cumulative project.

On August 18, 2003, Studebaker LB, LLC submitted an application for Conceptual Site Plan Review for the proposed Home Depot project. The Notice of Preparation (NOP) for the proposed Home Depot project was issued on March 19, 2004. The complete application for Conceptual Site Plan Review for the Seaport Marina project was submitted on July 29, 2005, and the NOP for the proposed Seaport Marina project was issued on May 16, 2005.

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15130, an EIR's evaluation of cumulative impacts may be based on a list of past, present, and probable future projects, including, if necessary, those projects outside the control of the Agency. Generally, projects that have progressed to the stage for which CEQA review has been initiated are treated as foreseeable probable future projects. An application for the proposed Seaport Marina project was submitted approximately 16 months after the NOP for the proposed Home Depot project was released, and the CEQA process for the Seaport Marina project was initiated approximately 14 months after the CEQA process for Home Depot was initiated. Therefore, the Seaport Marina project was correctly not included in the analysis in the Home Depot DEIR.

Furthermore, Section 15125 of the CEQA Guidelines states that "an EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of preparation is published..." At the time the NOP for the Home Depot project was issued, an application for the Seaport Marina project had not yet been filed at the City. Therefore, this project was not included in the list of cumulative projects for the TIA. However, at the direction of City staff, LSA prepared a technical memorandum to address the traffic impacts with the addition of the Seaport Marina project to the cumulative condition analyzed in the Home Depot TIA. This analysis is included in Appendix A of this document. The same study area intersections from the Home Depot TIA were analyzed in this revised cumulative analysis. The purpose of the analysis of the Seaport Marina project is to assist in the response to comments efforts, and the additional analysis summarized below exceeds that which is required by CEQA.

#### **Cumulative Analysis Includes Seaport Marina**

To determine the cumulative traffic generated by the Seaport Marina project, LSA contacted the traffic consultant for the Seaport Marina project (Meyer, Mohaddes Associates [MMA]) to obtain

project traffic volumes generated from the project. See Appendix A of this document for additional information regarding methodology.

For the purposes of this focused cumulative traffic analysis, traffic generated by the proposed Home Depot project was added to the revised cumulative traffic volumes (above) at the study area intersections. LSA utilized the trip distribution and assignment for the previous Home Depot TIA for purposes of this analysis. The deficient study area intersections identified in the cumulative condition are also forecast to operate at unsatisfactory level of service (LOS) with the project. Implementation of the proposed project would cause an increase of 0.020 to the intersection capacity utilization (ICU) at five of the intersections, as described below.

- Studebaker Road/State Route 22 (SR-22) westbound ramps. ICU increase of 0.024 (LOS F) during the weekday p.m. peak hour.
- Studebaker Road/State Route 22 (SR-22) eastbound ramps. ICU increase of 0.029, from LOS D to LOS E, during the weekday p.m. peak hour.
- Studebaker Road/2nd Street. Increase in ICU of 0.043, from LOS E to LOS F, during the weekend midday peak hour.
- Pacific Coast Highway (PCH)/7th Street. ICU increase of 0.032 (LOS E) during the weekend midday peak hour.
- PCH/2nd Street. ICU increase of 0.029 (LOS F) during the weekend midday peak hour.

The intersections listed above were identified as impacted intersections in the previous Home Depot TIA, with the exception of Studebaker Road/SR-22 eastbound ramps. The proposed project causes a significant impact at this location (i.e., results in a reduced level of service from LOS D to LOS E and increases the ICU to greater than 0.020).

Improvements to offset these project impacts were identified in the Home Depot TIA, with the exception of the Studebaker Road/SR-22 eastbound ramps. Any improvements to the Studebaker Road/SR-22 eastbound ramps would require potential encroachment into the Los Cerritos Channel immediately adjacent and parallel to Studebaker Road. In addition, Caltrans has no plans to improve this facility. As such, there are no feasible improvements at this location that would mitigate the project's impact; as a result, the project would contribute a significant unavoidable impact at this intersection.

Transportation and Circulation impacts identified in DEIR 2005 as significant and unavoidable were:

- Studebaker Road/State Route 22 (SR-22) westbound ramps in the weekday p.m. peak hour
- PCH/7th Street in the weekend midday peak hour
- PCH/2nd Street in the weekend midday peak hour

The significant unavoidable impacts identified in DEIR 2005 and above in this document require a Statement of Overriding Considerations.

## **Study Conclusion**

The addition of the Seaport Marina project traffic would contribute to a new deficient location in the cumulative baseline conditions at the intersection of PCH/Loynes Drive. This intersection was forecasted to operate at LOS D or better in the previous Home Depot TIA. The addition of the Seaport Marina project increased the LOS at this intersection to LOS E or worse. However, the addition of Home Depot traffic to this location will not trigger the City's significance criteria (i.e., an increase of less than 0.020).

With the implementation of the proposed Home Depot project, a new significant impact was identified at the Studebaker Road/SR-22 eastbound ramps (LOS D to LOS E). No feasible improvements at this location have been identified that would mitigate the project's impact; as a result, the project would contribute a significant unavoidable impact at this intersection.

## **Update to EIR**

Based on the results of the traffic impact analysis, the proposed project would significantly impact four study area intersections in the cumulative scenario based on the City's performance criteria and as reported in the DEIR. Impacted intersections are (1) Studebaker Road/State Route (SR-22) westbound ramps; (2) Studebaker Road/2nd Street; (3) PCH/7th Street; and (4) PCH/2nd Street. With the additional cumulative analysis of Seaport Marina, a fifth impact is identified at the Studebaker Road/SR-22 eastbound ramps. This fifth impact is a new impact not previously identified in the Draft EIR.

The TIA found that converting the existing westbound right-turn lane into a through lane and constructing an exclusive westbound right-turn lane would mitigate the project's traffic impact at the intersection of Studebaker Road/2nd Street.

## **Changes to Project Design Features Related to Traffic Circulation**

Project design features (PDFs) 1 through 8 from DEIR 2005 have been incorporated into Mitigation Measures 4.11.2 through 4.11.9 in order to ensure that they will be completed as presented with implementation of the project. PDF 9 has been deleted.

## **Mitigation Measures Related to Traffic Circulation**

As described above, Mitigation Measures 4.11.2 through 4.11.9 have been amended/added to incorporate several PDFs from DEIR 2005.

- 4.11.1** Prior to the issuance of a grading permit, the project applicant shall, under the direction of the City of Long Beach Traffic Engineer, design and implement a construction area Traffic Management Plan. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, off-site vehicle staging areas, and parking areas for the project. The plan shall also require project

contractors to keep all haul routes clean and free of debris including but not limited to gravel and dirt.

**4.11.2 Studebaker Road/2nd Street.** Prior to issuance of any Certificates of Occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall convert the existing westbound right-turn lane into a through lane and shall construct an exclusive westbound right-turn lane with a raised island that allows a “free right turn” from westbound 2nd Street to northbound Studebaker Road into the newly striped third through lane, with reimbursement if possible, according to the Boeing Specific Plan’s fair-share commitment.

**4.11.3 Studebaker Road/Loynes Drive.** Prior to issuance of any certificates of occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall complete the following:

- Provide one westbound left-turn lane, one westbound through lane, and one westbound right-turn lane at the project driveway at the Studebaker Road/Loynes Drive intersection and two receiving lanes into the project site. In addition, a northbound right-turn lane and a southbound left-turn lane shall be constructed. The inside eastbound right-turn lane shall be converted to an eastbound through lane for vehicles entering the project site.
- Change the traffic signal phasing for the northbound and southbound left-turn movements at Studebaker Road/Loynes Drive to protected-permissive turn movements.
- Restripe northbound and southbound Studebaker Road (36 feet wide) between 2nd Street and the SR-22 eastbound ramps to provide three (12-foot-wide) through lanes. The third northbound through lane will terminate at the northbound right-turn lane at the SR-22 eastbound ramps. The third southbound through lane will terminate at the 2nd Street intersection. Any encroachment into State right-of-way will require review and approval by Caltrans.

**4.11.4** Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, install traffic signal interconnect along Studebaker Road from 2nd Street to the SR-22 westbound ramp signal. This will allow vehicles from 2nd Street to have progressive flow to the freeway on-ramp on Studebaker Road.

**4.11.5** Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement new traffic signal coordination timing for Studebaker Road for both weekday and weekend traffic conditions. This will provide signal coordination utilizing the new interconnect described above.

**4.11.6** Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect. This should reduce delay and queuing at PCH/2nd Street.

- 4.11.7** Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new coordination timing along PCH between Studebaker Road and 7th Street for both weekday and weekend traffic conditions.
- 4.11.8** Prior to issuance of any certificates of occupancy, the applicant shall reconstruct the two traffic signals at Studebaker Road and SR-22/7th Street ramps in accordance with current traffic signal design standards, subject to the approval of the City Traffic Engineer and Caltrans.
- 4.11.9** Prior to issuance of any certificates of occupancy, the applicant shall upgrade all 8-inch traffic signal indications to 12-inch LED indications for the five intersections along 7th Street between and including East Campus Drive and Pacific Coast Highway.

## **6.2 AIR QUALITY**

### **Updated Air Quality**

The air quality analysis of carbon monoxide (CO) hotspots as contained in DEIR 2005 was updated to reflect the most up-to-date vehicular turning movement information. The noise analysis was similarly updated. However, there were no changes to the DEIR conclusions with regard to air and noise impacts as a result of this update. The updated air quality tables are included in Appendix C of this document. The information contained in the updated tables is consistent with the conclusions in DEIR 2005. There are no new impacts, and no additional mitigation measures are required.

### **Cumulative Air Quality**

As described in Section 6.1, LSA prepared a technical memorandum (April 17, 2006) to address the traffic impacts with the addition of the Seaport Marina project to the cumulative condition analyzed in the Home Depot TIA. The updated cumulative traffic analysis was prepared at the direction of City staff and is included in Appendix A of this document. The same study area intersections from the Home Depot TIA were analyzed in this revised cumulative traffic analysis.

The CO hotspot analysis was updated to reflect the revised cumulative traffic analysis, and the results are summarized in Tables 6.2.A and 6.2.B. While the CO concentrations increase slightly for most intersections analyzed with the inclusion of Seaport Marina traffic, none increase sufficiently to cause an exceedance of an ambient air quality standard (AAQS). Therefore, there is no change to significance conclusions. The cumulative impacts discussion in DEIR 2005 stated:

“Currently, the Basin is in nonattainment for CO, PM<sub>10</sub>, and O<sub>3</sub>. Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status. Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.”

The slight increase in the traffic volumes as described in the updated traffic analysis does not change the conclusions in DEIR 2005, and no changes are warranted to the above conclusion with regard to cumulative air quality impacts. There are no new impacts, and no additional mitigation measures are required.

### **Diesel Toxics Analysis**

The following discussion of diesel toxics evaluates two issues: (1) the general health risks of air toxics and the current contribution of diesel trucks to those risks; and (2) the project's potential air toxics impact.

Determining how hazardous a substance is depends on many factors, including the amount of the substance in the air, how it enters the body, how long the exposure lasts, and what organs in the body are affected. One major way these substances enter the body is through inhalation of either gas or particulate. While many gases are harmful, very small particles penetrate deep into the lungs, contributing to a range of health problems. Exhaust from diesel engines is a major source of these airborne particles. California's Office of Environmental Health Hazard Assessment (OEHHA) has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any toxic air contaminant it has evaluated. Fortunately, improvements to diesel fuel and diesel engines have already reduced emissions of some of the contaminants, which, when fully implemented, will result in a 75 percent reduction in particle emissions from diesel-powered trucks and other equipment by 2010 (compared to 2000 levels) and an 85 percent reduction by 2020.

There are currently no federal project-level requirements for air toxics analysis, and CEQA only requires a consideration of the risks from toxics, with the South Coast Air Quality Management District (SCAQMD) providing the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (March 2003) for guidance. The SCAQMD has established a maximum individual cancer risk significance threshold of 10 in 1 million ( $1.0 \times 10^{-5}$ ) (assuming the project will be constructed with best-available control technology for toxics [T-BACT] and a noncarcinogenic hazard index of 1.0).

A screening-level single pathway analysis of diesel exhaust from trucks operating as part of the project was performed, analyzing only the inhalation pathway. This technique was conducted as recommended in the OEHHA Air Toxic Hotspots Program Risk Assessment Guidelines (OEHHA, August 2003), Appendix D, Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Vehicles and by the California Air Resources Board (ARB) (HARP Model Documentation, Appendix K, Risk Assessment Procedures to Evaluate Particulate Emissions from Diesel-Fueled Engines, ARB, Feb 2005). It consists of several steps including:

1. Determining the  $PM_{10}$  emission factor.
2. Determining the  $PM_{10}$  emission rate.
3. Determining the  $PM_{10}$  concentration at location(s) of interest.
4. Translating the  $PM_{10}$  concentration(s) to health risk values.
5. Comparing the health risk values to thresholds and determining significance.

**Table 6.2.A: Weekday Cumulative CO<sup>1</sup> Concentrations<sup>2</sup> without and with the Project**

Intersection	Receptor Distance to Road Centerline (Meters)	Project Related Increase 1-hr/8-hr (ppm)	Without/With Project One-Hour CO Concentration (ppm)	Without/With Project Eight-Hour CO Concentration (ppm)	Exceeds State Standards <sup>3</sup>	
					1-Hr	8-Hr
PCH and 2nd St.	24 / 24	0.0 / 0.0	11.1 / 11.1	8.1 / 8.1	No	No
	24 / 24	0.0 / 0.0	10.9 / 10.9	8.0 / 8.0	No	No
	22 / 22	0.1 / 0.1	10.7 / 10.8	7.8 / 7.9	No	No
	21 / 21	0.0 / 0.0	10.4 / 10.4	7.6 / 7.6	No	No
PCH and Loynes Dr.	19 / 21	0.1 / 0.1	9.1 / 9.2	6.7 / 6.8	No	No
	17 / 17	0.0 / 0.0	9.1 / 9.1	6.7 / 6.7	No	No
	17 / 17	0.0 / 0.0	8.7 / 8.7	6.4 / 6.4	No	No
	17 / 17	0.1 / 0.1	8.6 / 8.7	6.3 / 6.4	No	No
PCH and Bellflower Blvd.	21 / 20	0.0 / 0.0	8.5 / 8.5	6.3 / 6.3	No	No
	20 / 18	0.1 / 0.1	8.3 / 8.4	6.1 / 6.2	No	No
	18 / 17	0.2 / 0.1	8.1 / 8.3	6.0 / 6.1	No	No
	17 / 17	0.1 / 0.1	8.1 / 8.2	6.0 / 6.1	No	No
PCH and 7th St.	21 / 21	0.0 / 0.0	12.3 / 12.3	8.9 / 8.9	No	No
	21 / 21	0.0 / 0.0	11.9 / 11.9	8.7 / 8.7	No	No
	17 / 17	0.0 / 0.0	11.8 / 11.8	8.6 / 8.6	No	No
	13 / 13	0.0 / 0.0	11.7 / 11.7	8.5 / 8.5	No	No
PCH and Studebaker Rd.	17 / 17	0.0 / 0.0	9.8 / 9.8	7.2 / 7.2	No	No
	17 / 17	0.0 / 0.0	9.5 / 9.5	7.0 / 7.0	No	No
	15 / 15	0.0 / 0.0	9.2 / 9.2	6.8 / 6.8	No	No
	15 / 15	0.0 / 0.0	9.1 / 9.1	6.7 / 6.7	No	No
Bixby Village and Loynes Dr.	14 / 14	0.1 / 0.1	6.6 / 6.7	4.9 / 5.0	No	No
	14 / 14	0.1 / 0.1	6.6 / 6.7	4.9 / 5.0	No	No
	14 / 14	0.1 / 0.0	6.5 / 6.6	4.9 / 4.9	No	No
	14 / 14	0.1 / 0.1	6.4 / 6.5	4.8 / 4.9	No	No
Studebaker Rd. and Loynes Dr.	17 / 17	0.1 / 0.0	9.9 / 10.0	7.3 / 7.3	No	No
	17 / 17	0.1 / 0.0	9.9 / 10.0	7.3 / 7.3	No	No
	17 / 17	0.1 / 0.1	9.6 / 9.7	7.0 / 7.1	No	No
	17 / 17	0.1 / 0.0	9.5 / 9.6	7.0 / 7.0	No	No
Studebaker Rd. and SR-22 EB Ramps	15 / 15	0.1 / 0.0	10.5 / 10.6	7.7 / 7.7	No	No
	14 / 14	0.1 / 0.0	10.2 / 10.3	7.5 / 7.5	No	No
	14 / 14	0.1 / 0.1	10.0 / 10.1	7.3 / 7.4	No	No
	14 / 14	0.1 / 0.0	9.9 / 10.0	7.3 / 7.3	No	No
Studebaker Rd. and SR-22 WB Ramps	15 / 15	0.1 / 0.1	9.4 / 9.5	6.9 / 7.0	No	No
	15 / 15	0.1 / 0.1	9.0 / 9.1	6.6 / 6.7	No	No
	14 / 14	0.1 / 0.1	8.7 / 8.8	6.4 / 6.5	No	No
	14 / 14	0.1 / 0.1	8.6 / 8.7	6.3 / 6.4	No	No
Studebaker Rd. and 2nd St.	17 / 17	0.1 / 0.1	10.8 / 10.9	7.9 / 8.0	No	No
	17 / 17	0.1 / 0.0	9.9 / 10.0	7.3 / 7.3	No	No
	14 / 14	0.1 / 0.0	9.9 / 10.0	7.3 / 7.3	No	No
	7 / 7	0.1 / 0.1	9.8 / 9.9	7.2 / 7.3	No	No
Studebaker Rd. and AES Plant Driveway	14 / 14	0.1 / 0.0	9.9 / 10.0	7.3 / 7.3	No	No
	14 / 14	0.1 / 0.1	9.8 / 9.9	7.2 / 7.3	No	No
	14 / 14	0.2 / 0.2	9.7 / 9.9	7.1 / 7.3	No	No
	12 / 12	0.2 / 0.1	9.5 / 9.7	7.0 / 7.1	No	No

Source: LSA Associates, Inc. May 2006

<sup>1</sup> Tables 6.2.A and 6.2.B represent the updated cumulative analysis that includes the Seaport Marina project.

<sup>2</sup> Includes ambient one-hour concentration of 5.4 ppm and ambient eight-hour concentration of 4.1 ppm. Measured at the 3648 N. Long Beach Blvd., Long Beach, CA, AQ Station (Los Angeles County).

<sup>3</sup> State one-hour standard is 20 ppm and eight-hour standard is 9.0 ppm.

**Table 6.2.B: Weekend Cumulative CO Concentrations<sup>1</sup> without and with the Project**

Intersection	Receptor Distance to Road Centerline (Meters)	Project Related Increase 1-hr/8-hr (ppm)	Without/With Project One-Hour CO Concentration (ppm)	Without/With Project Eight-Hour CO Concentration (ppm)	Exceeds State Standards <sup>2</sup>	
					1-Hr	8-Hr
PCH and 2nd St.	24 / 24	0.0 / 0.0	9.9 / 9.9	7.3 / 7.3	No	No
	24 / 24	0.1 / 0.1	9.8 / 9.9	7.2 / 7.3	No	No
	22 / 22	0.1 / 0.1	9.8 / 9.9	7.2 / 7.3	No	No
	21 / 21	0.0 / 0.0	9.8 / 9.8	7.2 / 7.2	No	No
PCH and Loynes Dr.	21 / 21	0.1 / 0.1	8.3 / 8.4	6.1 / 6.2	No	No
	19 / 19	0.1 / 0.1	8.3 / 8.4	6.1 / 6.2	No	No
	17 / 17	0.1 / 0.1	8.1 / 8.2	6.0 / 6.1	No	No
	17 / 17	0.0 / 0.0	8.1 / 8.1	6.0 / 6.0	No	No
PCH and Bellflower Blvd.	21 / 21	0.2 / 0.1	8.2 / 8.4	6.1 / 6.2	No	No
	20 / 20	0.2 / 0.1	7.9 / 8.1	5.9 / 6.0	No	No
	18 / 18	0.1 / 0.0	7.9 / 8.0	5.9 / 5.9	No	No
	17 / 17	0.1 / 0.0	7.9 / 8.0	5.9 / 5.9	No	No
PCH and 7th St.	21 / 21	0.1 / 0.1	10.3 / 10.4	7.5 / 7.6	No	No
	21 / 21	0.1 / 0.0	10.2 / 10.3	7.5 / 7.5	No	No
	17 / 17	0.1 / 0.0	10.2 / 10.3	7.5 / 7.5	No	No
	13 / 13	0.0 / 0.0	10.2 / 10.2	7.5 / 7.5	No	No
PCH and Studebaker Rd.	17 / 17	0.0 / 0.0	9.7 / 9.7	7.1 / 7.1	No	No
	17 / 17	-0.1 / -0.1	9.7 / 9.6	7.1 / 7.0	No	No
	15 / 15	-0.1 / 0.0	9.3 / 9.2	6.8 / 6.8	No	No
	15 / 15	-0.1 / -0.1	8.9 / 8.8	6.6 / 6.5	No	No
Bixby Village and Loynes Dr.	15 / 17	0.2 / 0.1	6.1 / 6.3	4.6 / 4.7	No	No
	14 / 15	0.2 / 0.1	6.1 / 6.3	4.6 / 4.7	No	No
	14 / 14	0.2 / 0.1	6.1 / 6.3	4.6 / 4.7	No	No
	14 / 14	0.2 / 0.1	6.1 / 6.3	4.6 / 4.7	No	No
Studebaker Rd. and Loynes Dr.	17 / 17	0.2 / 0.1	8.9 / 9.1	6.6 / 6.7	No	No
	17 / 17	0.3 / 0.2	8.8 / 9.1	6.5 / 6.7	No	No
	17 / 17	0.3 / 0.2	8.7 / 9.0	6.4 / 6.6	No	No
	17 / 15	0.4 / 0.3	8.6 / 9.0	6.3 / 6.6	No	No
Studebaker Rd. and SR-22 EB Ramps	15 / 15	0.5 / 0.3	9.1 / 9.6	6.7 / 7.0	No	No
	14 / 14	0.5 / 0.4	9.0 / 9.5	6.6 / 7.0	No	No
	14 / 14	0.5 / 0.3	8.9 / 9.4	6.6 / 6.9	No	No
	14 / 14	0.5 / 0.3	8.8 / 9.3	6.5 / 6.8	No	No
Studebaker Rd. and SR-22 WB Ramps	15 / 15	0.2 / 0.2	8.3 / 8.5	6.1 / 6.3	No	No
	15 / 15	0.2 / 0.1	7.9 / 8.1	5.9 / 6.0	No	No
	14 / 14	0.2 / 0.2	7.6 / 7.8	5.6 / 5.8	No	No
	14 / 14	0.2 / 0.1	7.5 / 7.7	5.6 / 5.7	No	No
Studebaker Rd. and 2nd St.	17 / 17	0.5 / 0.4	10.4 / 10.9	7.6 / 8.0	No	No
	17 / 17	0.3 / 0.2	9.8 / 10.1	7.2 / 7.4	No	No
	14 / 14	0.3 / 0.2	9.8 / 10.1	7.2 / 7.4	No	No
	7 / 7	0.2 / 0.2	9.6 / 9.8	7.0 / 7.2	No	No
Studebaker Rd. and AES Plant Driveway	14 / 14	0.3 / 0.2	9.3 / 9.6	6.8 / 7.0	No	No
	14 / 14	0.3 / 0.2	9.1 / 9.4	6.7 / 6.9	No	No
	14 / 14	0.3 / 0.2	9.0 / 9.3	6.6 / 6.8	No	No
	12 / 12	0.3 / 0.2	9.0 / 9.3	6.6 / 6.8	No	No

Source: LSA Associates, Inc. May 2006

<sup>1</sup> Includes ambient one-hour concentration of 5.4 ppm and ambient eight-hour concentration of 4.1 ppm. Measured at the 3648 N. Long Beach Blvd., Long Beach, CA, AQ Station (Los Angeles County).

<sup>2</sup> State one-hour standard is 20 ppm and eight-hour standard is 9.0 ppm.

The PM<sub>10</sub> emission factor was determined by using the ARB model, EMFAC2002, to generate emission factors for diesel trucks both idling and operating on site. As shown in Table 6.2.C, an average factor was developed to more accurately model the average factor over the 70-year exposure period of the health risk analysis. Because the EMFAC2002 model only extends to 2040, it is assumed that vehicle emission factors will stay at that rate until 2076. This is a conservative assumption, as it is expected that the vehicle emission factors will continue to be reduced over time as they have for the last 50 years or more. It is assumed that the trucks operating on site would average 8 miles per hour (mph) overall. To model emissions while trucks are idling, the ARB-recommended technique of using the emission factor for 5 mph and converting to a stationary emission rate by multiplying by 5 (miles) and dividing by 60 (minutes per hour) was used.

**Table 6.2.C: PM<sub>10</sub> Emission Rates over 70 Years of Health Risk Analysis**

	Light Heavy-Duty (LHD1)		Medium Heavy-Duty (MHD)		Heavy Heavy-Duty (HHD)	
	5 mph	8 mph	5 mph	8 mph	5 mph	8 mph
2007 mix <sup>1</sup>	0.139	0.120	0.802	0.692	0.755	0.651
2020 mix <sup>1</sup>	0.072	0.062	0.396	0.342	0.242	0.209
2030 mix <sup>1</sup>	0.052	0.045	0.312	0.269	0.180	0.155
2040 mix <sup>1</sup>	0.047	0.040	0.292	0.252	0.173	0.149
2040 only <sup>2</sup>	0.020	0.018	0.079	0.068	0.089	0.077
<b>Average</b>	<b>0.066</b>	<b>0.057</b>	<b>0.376</b>	<b>0.325</b>	<b>0.288</b>	<b>0.248</b>

Source: The ARB EMFAC2002 model.

Determining the PM<sub>10</sub> emission rate started by determining how many project-related diesel trucks are used daily by the proposed Home Depot project. The traffic study for this project predicted a total weekday ADT of 5,783 and weekend ADT of 8,503. Multiplying the weekday ADT by five (weekdays per week), the weekend ADT by two (weekend days per week), and dividing the result by seven (days per week) gives an average daily rate of 6,560 vehicles. This ADT was first broken down into four categories, using the data in a study performed for the City of Fontana (*City of Fontana Truck Trip Generation Study*, August 2003), to characterize vehicle usage in warehouse-type projects. This study is widely used as a reference for traffic analyses of these kinds of projects. Within each of these categories, the ARB model URBEMIS2002 was used to determine what percentage of each is diesel. It is assumed that each truck idles for 1.5 minutes per trip to account for stopping at the entry gate, warming up the engine, and miscellaneous tasks. Table 6.2.D shows the derivation of the overall diesel exhaust emission rate. This analysis assumed that this emission rate is constant for 70 years.

To determine the PM<sub>10</sub> concentration at location(s) of interest, an air dispersion model is used. This analysis was performed using the EPA-approved TSCREEN3 computer model. This model provides conservative estimates of concentrations, considering site and source geometry, source strength, distance to receptor, and building wake effects on plume distribution. The TSCREEN3 model was developed to provide an easy-to-use method of obtaining pollutant concentration estimates where upperbound estimates are required or where meteorological data are unavailable.

<sup>1</sup> EMFAC2002 emission factors for the standard fleet mix of vehicles ranging from new to 45 years old.

<sup>2</sup> EMFAC2002 emission factors for only model year 2040 vehicles.

**Table 6.2.D: Diesel Truck Exhaust Emissions**

Total Project ADT <sup>1</sup>	Vehicle Type	Fontana Fleet Percentage Breakdown <sup>2</sup>	Total Trips per Day	Percentage of Vehicles That Are Diesel <sup>3</sup>	Diesel Trucks per Day		
6,560	passenger car	79.6	5,220	0.0%	0		
	2-axle <sup>4</sup>	3.5	227	18.2%	41		
	3-axle <sup>4</sup>	4.6	304	80.0%	243		
	4+ axle <sup>5</sup>	12.3	809	88.9%	719		
Truck Type	Diesel PM <sub>10</sub> gm/mi (on site) <sup>6</sup>	Distance On Site (mi/trip)	Running Exhaust Diesel PM <sub>10</sub> (gm/day)	Diesel Idle Exhaust gm/min (on site)	Idle Time (min/trip)	Idle Exhaust Diesel PM <sub>10</sub> (gm/day)	Total Diesel Exhaust PM <sub>10</sub> (gm/day)
2-axle	0.191	0.25	2.0	0.0184	1.5	1.1	3.1
3-axle	0.191	0.25	12	0.0184	1.5	7	18
4+ axle	0.248	0.25	45	0.0240	1.5	26	70
<b>Total Project Site Emissions</b>							<b>91</b>

Source: LSA Associates, Inc. 2006.

ADT = average daily traffic

Since no specifics on truck movement on site were available, for the purposes of this analysis all diesel truck exhaust was modeled as if it came from a single spot. This technique was used because it is not known how the trucks will travel on site and because it generates health-risk values that are more conservative than the reality of spreading the truck emissions over the site. The TSCREEN3 input parameters are shown in Table 6.2.E. Stack height and diameter were based on observations of many trucks and approximating typical dimensions. Exhaust temperature and velocity were taken from ARB guidance.<sup>7</sup>

**Table 6.2.E: TSCREEN Input Parameters**

Simple Terrain Inputs:	
Source Type	= Point
Emission Rate (G/S)	= 1.0
Stack Height (M)	= 2.0
Stack Inside Diameter (M)	= 0.076

<sup>1</sup> Traffic data from the project traffic study.<sup>2</sup> Data from the City of Fontana Truck Trip Generation Study, August 2003.<sup>3</sup> URBEMIS2002 fleet diesel percentages, based on warehouse-type land use.<sup>4</sup> Two- and three-axle trucks are assumed to be 50 percent light-heavy-duty (LHD1) trucks and 50 percent medium-heavy-duty (MHD) trucks.<sup>5</sup> 4+ axle trucks are assumed to be heavy-heavy-duty (HHD) trucks.<sup>6</sup> EMFAC2002 emission factors from Table 6.2.C.<sup>7</sup> Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, Appendix VII, ARB, October 2000

Stack Exit Velocity (M/S)	=	45.4
Stack Gas Exit Temp. (°K)	=	769
Ambient Air Temp. (°K)	=	293
Receptor Height (M)	=	0
Urban/Rural Option	=	Urban

Source: LSA Associates, Inc. 2006.

Table 6.2.F shows the TSCREEN3 PM<sub>10</sub> concentrations at a range of locations using the PM<sub>10</sub> emission rate from Table 6.2.D.

**Table 6.2.F: TSCREEN3 Modeling Results**

Distance to Nearest Residence (m)	PM <sub>10</sub> Concentrations (µg/m <sup>3</sup> )	
	1-Hr	Annual
300	0.274	0.022
400	0.199	0.016
500	0.150	0.012
600	0.117	0.009
700	0.094	0.008
800	0.077	0.006
900	0.065	0.005
1000	0.056	0.004

Source: LSA Associates, Inc. 2006.

The PM<sub>10</sub> concentrations are translated to the health risk values shown in Table 6.2.G using the OEHHA methodology as described in the following equations:

Inhalation cancer risk = (C<sub>air</sub> \* DBR \* A \* EF \* ED \* 1x10<sup>-6</sup>) / AT \* Inhalation Cancer Potency Factor.

Where:

C <sub>air</sub>	Concentration of PM <sub>10</sub> in air	
DBR	271	Daily breathing rate (L/kg-day)
A	1	Inhalation absorption factor
EF	350	Exposure frequency (days/yr)
ED	70	Exposure duration (years)
AT	25,550	Avg. time period of exposure (days)
Diesel PM <sub>10</sub>	1.1	Inhalation Cancer Potency factor (mg/kg-d) <sup>-1</sup>

Source: OEHHA Guidelines, August 2003.

and

Inhalation chronic risk = C<sub>air</sub> / Inhalation Chronic REL

Where the Inhalation Chronic REL = 5.0

**Table 6.2.G: Proposed Project Health Risks**

<b>Distance to Nearest Residence (m)</b>	<b>Inhalation Cancer Risk (No. in One Million)</b>	<b>Inhalation Chronic Risk (Hazard Index)</b>
300	6.3	0.004
400	4.6	0.003
500	3.4	0.002
600	2.7	0.002
700	2.1	0.002
800	1.8	0.001
900	1.5	0.001
1000	1.3	0.001
<b>Thresholds</b>	<b>10</b>	<b>1.0</b>

Source: LSA Associates, Inc. 2006.

For this proposed Home Depot project, the distance from the loading area to the nearest residences is approximately 530 meters while the distance from the property line to the same residences is 180 meters. Because this analysis examined exhaust from trucks idling while loading and unloading as well as traveling from Studebaker Road to the loading/unloading area, a halfway distance (approximately 355 meters) was chosen to represent the overall effect.

As Table 6.2.G shows, the inhalation health risk predicted at the nearest residences (approximately 1,175 feet or 355 meters away) using the very conservative screening analysis techniques described above results in between 4.6 and 6.3 in 1 million, under the 10 in 1 million threshold. Therefore, emissions from vehicular traffic associated with the proposed project do not create a significant adverse health risk.

**Construction Health Risk Impacts.** The only toxic air pollution emissions in any significant quantity associated with construction of the proposed project occur from large, heavy-duty diesel-powered equipment exhaust. While there will be other toxic substances in use on site, compliance with State and federal handling regulations controls emissions to below a level of significance. The OEHHA currently describes the health risk from diesel exhaust entirely in terms of the amount of PM<sub>10</sub> that is emitted. Currently, the health risk associated with diesel exhaust PM<sub>10</sub> is limited to carcinogenic and chronic effects; no short-term acute effect is recognized.

The construction period of the project lasts only a short time, relative to the length of time required for carcinogenic and chronic health impacts. The anticipated level of construction activity will, even on the most intense day (as shown in Table 6.2.H), emit no more than 9.4 lbs/day of diesel exhaust particulates. A comparison of this level of construction equipment usage with similarly sized commercial and industrial projects for which LSA has conducted screening health risk analyses such as the Eastpoint Business Park (LSA, November 2004) and Kline Ranch (LSA, March 2006) shows that potential impacts from air toxics associated with diesel trucks during short-term project construction would be less than significant.

**Table 6.2.H: Emissions from Construction Equipment Exhaust—Demolition and Grading**

Source	Hours or Miles per Day	Pollutants (lbs./day)				
		CO	ROC	NO <sub>x</sub>	SO <sub>x</sub>	PM <sub>10</sub>
Demolition						
2 dozers	10 hours	72	3.6	25	1.8	2.8
1 loader	8 hours	4.6	1.8	15	1.5	1.4
1 crushing equip.	8 hours	5.4	1.2	13.6	1.144	1.12
1 water truck	15 miles	0.29	0.033	0.41	0.004	0.010
60 haul truck trips	30 miles each	35	3.9	50	0.53	1.3
20 worker trips	40 miles each	8.8	0.42	1.1	0.005	0.016
Total Demolition		126	11	106	4.9	6.6
Grading						
1 dozer	10 hours	36	1.8	13	0.90	1.4
2 scrapers	8 hours	20	4.3	61	7.4	6.6
1 excavator	8 hours	8.9	1.8	13.1	1.2	0.6
1 water truck	15 miles	0.29	0.033	0.41	0.004	0.010
40 haul truck trips	30 miles each	23	2.6	33	0.35	0.84
20 workers trips	40 miles each	8.8	0.42	1.1	0.005	0.016
Total Grading		97	11	122	9.9	9.4
SCAQMD Threshold		550	75	100	150	150

Source: LSA Associates, Inc., April 2004.

## Mitigation Measures

There are no changes to the air quality mitigation measures as presented in DEIR 2005.

## 6.3 NOISE

### Updated Noise

Traffic data used in the DEIR 2005 noise analysis does not match the traffic data in the TIA. The traffic study prepared for the DEIR concluded that the proposed project would generate 5,783 daily trips on weekdays and 8,503 trips on weekends. The noise analysis contained in DEIR 2005 was updated to reflect the most up-to-date trip generation information. The revised tables are included in Appendix D of this document. The information contained in the updated tables is consistent with the conclusions in DEIR 2005. There are no new impacts, and no additional mitigation measures are required.

### Cumulative Traffic Noise

As described in Section 6.1, LSA has prepared a technical memorandum to address the traffic impacts with the addition of the Seaport Marina project to the cumulative condition analyzed in the Home Depot TIA. The updated cumulative traffic analysis was prepared at the direction of City staff and is

included in Appendix A of this document. The same study area intersections from the Home Depot TIA were analyzed in this revised cumulative traffic analysis.

The operational noise analysis was updated to reflect the revised cumulative traffic analysis, and the results are summarized in the tables in Appendix E. A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria in the City's Noise Element of the General Plan and Municipal Code, as included in DEIR 2005. While the noise levels increase slightly for most intersections analyzed with the inclusion of Seaport Marina traffic, none increase sufficiently to cause a new exceedance of the noise thresholds of significance. Therefore, there is no change to significance conclusions, and traffic noise impacts for weekday and weekend conditions remain less than significant.

### **Construction Noise: Proposed Sewer Line**

Off-site construction activities include the installation of an eight-inch sewer line paralleling the existing sewer in Vista Street. The jackhammers, backhoes, trucks, and cranes required to install the sewer line would generate noise levels up to 86 dBA  $L_{max}$  at a distance of 50 feet. The existing homes along Vista Street would be located at a distance of approximately 30 feet. At this distance the existing residences would be exposed to noise levels of up to 90 dBA  $L_{max}$ .

Construction activity noise generated between 7:00 a.m. and 7:00 p.m., Monday through Friday, and between 9:00 a.m. and 6:00 p.m. on Saturday is exempt from the Noise Control Ordinance standards. Therefore, if construction is limited to the hours specified, noise generated during construction will not result in a significant impact.

### **Conclusion**

The noise analysis contained in DEIR 2005 was updated to reflect the most recent traffic data, including the addition of Seaport Marina to the cumulative scenario. There are no changes to the operational noise impact conclusions as a result of this update. In addition, this document addressed the short-term noise effects of the installation of an eight-inch sewer line paralleling the existing sewer in Vista Street. The installation will result in short-term noise effects as described above; however, the pipe installation will be required to comply with the City's Noise Control Ordinance standards. Therefore, there are no changes to the DEIR conclusions with regard to short-term noise.

### **Mitigation Measures**

There are no changes to the noise mitigation measures as presented in the DEIR.

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## **7.0 MITIGATION MONITORING AND REPORTING PROGRAM**

### **7.1 MITIGATION MONITORING REQUIREMENTS**

Public Resources Code Section 21081.6 (enacted by the passage of Assembly Bill 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.
- The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.
- A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.
- Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

### **7.2 MITIGATION MONITORING PROCEDURES**

The mitigation monitoring and reporting program has been prepared in compliance with Public Resources Code Section 21081.6. It describes the requirements and procedures to be followed by the City of Long Beach to ensure that all mitigation measures adopted as part of the proposed Home Depot project will be carried out as described in this EIR.

Table 7.A lists each of the mitigation measures specified in this EIR and identifies the party or parties responsible for implementation and monitoring of each measure.

**Table 7.A: Mitigation and Monitoring Reporting Program**

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.1 Aesthetics</b>		
<b>4.1.1</b> The preliminary lighting plan shall be finalized as part of subsequent refinements in the site master planning process. The plan shall be designed to prevent light spillage in excess of that which has been referenced and analyzed in this EIR. A qualified lighting engineer/consultant to the City of Long Beach Department of Planning and Building shall verify that the plan calls for energy-efficient luminaries that control light energy and for exterior lighting to be directed downward and away from adjacent streets and adjoining land uses in a manner designed to minimize off-site spillage. Prior to issuance of building permits, the lighting plan shall be reviewed and approved by a City of Long Beach Director of Planning and Building, demonstrating that project lighting is consistent with this EIR.	City of Long Beach Director of Planning and Building	Prior to issuance of building permits
<b>4.1.2</b> Prior to issuance of certificates of occupancy, a City of Long Beach Building Official shall verify that the lighting plan restricts operational hours as follows: 100 percent illumination from dusk to close of commercial activities; 50 percent illumination from the close of commercial activities until one hour after close time; and only security-level lighting from one hour after closure until dawn.	City of Long Beach Building Official	Prior to issuance of certificates of occupancy
<b>4.2 Air Quality</b>		
<b>4.2.1</b> The City of Long Beach shall ensure that the project complies with SCAQMD Rule 1166 with regard to the handling of potential VOC-contaminated soils during construction. Prior to issuance of building permits, the City of Long Beach Building Official shall verify that construction plans include a statement stipulating that the construction contractor shall be responsible for compliance with applicable SCAQMD Rules and Regulations.	City of Long Beach Building Official/ Construction Contractor	Verification: Prior to issuance of building permits  Activity: Ongoing during grading or earth-clearing activities
<b>4.2.2</b> The City of Long Beach shall ensure that the project complies with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control	City of Long Beach Building Official/	Verification: Prior to issuance of grading and building permits

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable dust suppression techniques from Rule 403 are summarized below. The City of Long Beach Building Official shall ensure that notes are included on grading and construction plans and referenced in the Construction Contractor's Agreement stipulating that the construction contractor shall be responsible for compliance with SCAQMD Rules 402 and 403.</p> <p>Applicable Rule 403 measures include the following requirements:</p> <ul style="list-style-type: none"> <li>• Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).</li> <li>• Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)</li> <li>• All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).</li> <li>• Pave construction access roads at least 100 feet onto the site from the main road.</li> <li>• Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.</li> </ul>	Construction Contractor	Activity: Ongoing during grading or construction activities
<p><b>4.2.3</b> The City of Long Beach Building Official shall ensure that construction documents and the Construction Contractor's Agreement require use of dust suppression measures in the SCAQMD <i>CEQA Air Quality Handbook</i> during</p>	City of Long Beach Building Official/	Verification: Prior to issuance of grading or building permits

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>grading and construction. The construction contractor shall be responsible for implementation of dust suppression measures.</p> <ul style="list-style-type: none"> <li>• Revegetate disturbed areas as quickly as possible.</li> <li>• All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.</li> <li>• All streets shall be swept once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).</li> <li>• Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip.</li> <li>• All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized.</li> <li>• The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.</li> </ul>	Construction Contractor	Activity: Ongoing during grading and construction activities
<p><b>4.2.4</b> The construction contractor shall select the construction equipment used on site based on low-emission factors and high energy efficiency. Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that all construction equipment will be tuned and maintained in accordance with manufacturers' specifications.</p>	City of Long Beach Building Official/ Construction Contractor	<p>Verification: Prior to issuance of grading and construction permits</p> <p>Activity: Ongoing during grading or construction activities</p>
<p><b>4.2.5</b> Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement that the construction contractor shall utilize electric- or diesel-powered equipment in lieu of gasoline-powered engines where feasible.</p>	City of Long Beach Building Official/ Construction Contractor	<p>Verification: Prior to issuance of grading permits</p> <p>Activity: Ongoing during grading or construction activities</p>
<p><b>4.2.6</b> Prior to issuance of grading and building permits, the City of Long Beach Building Official shall verify that grading and construction plans include a statement that work crews will shut off equipment when not in use. During</p>	City of Long Beach Building Official/	Verification: Prior to issuance of grading and building permits

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.	Construction Contractor	Activity: Ongoing during grading or construction activities
<b>4.2.7</b> Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall time construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through-traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.	City of Long Beach Building Official/ Construction Contractor	Verification: Prior to issuance of grading permits  Activity: Ongoing during grading or construction activities
<b>4.2.8</b> Prior to issuance of grading permits, the City of Long Beach Building Official shall verify that construction and grading plans include a statement stipulating that the construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.	City of Long Beach Building Official/ Construction Contractor	Verification: Prior to issuance of grading permits  Activity: Ongoing during grading or construction activities
<b>4.2.9</b> The City of Long Beach shall ensure that the project complies with Title 24 of the California Code of Regulations established by the Energy Commission regarding energy conservation standards. During Plan Check, the City of Long Beach Building Official shall verify that the following measures are incorporated into project building plans:  <ul style="list-style-type: none"> <li>• Trees will be planted to provide shade and shadow to buildings</li> <li>• Energy-efficient parking lot lights, such as low-pressure sodium or metal halide, will be used</li> <li>• Solar or low-emission water heaters shall be used with combined space/water heater units where feasible</li> <li>• Double-paned glass or window treatment for energy conservation shall be used in all exterior windows where feasible</li> <li>• Buildings shall be oriented north/south where feasible</li> </ul>	City of Long Beach Building Official/ Construction Contractor	During Plan Check

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.3 Biological Resources</b>		
<p><b>4.3.1</b> Prior to commencement of demolition or grading activities, the construction contractor shall install protective barriers (e.g., snow or silt fencing) between the project site and the adjacent water supply channels and along both banks of the Los Cerritos Channel north of the Loynes Drive bridge. Prior to issuance of demolition permits, the City of Long Beach Environmental Officer shall verify that a qualified biologist has been retained by the City of Long Beach to supervise the installation of the barriers and ensure that the barriers are installed in the proper location and are clearly visible to equipment operators and other construction personnel. The barriers shall be a bright color (e.g., fluorescent orange) to ensure clear visibility. No construction activity shall occur beyond the limits marked by the barriers, and the construction contractor shall ensure that no construction debris, trash, or other material passes beyond the barriers. The City-retained biologist shall monitor the site on a weekly basis throughout project construction and file written reports on the condition of the barriers to the City of Long Beach Environmental Officer on a monthly basis. The cost of the biologist shall be reimbursed by the applicant.</p>	City of Long Beach Environmental Officer	<p>Verification: Prior to issuance of any demolition permits</p> <p>Activity: Ongoing during demolition, grading, and construction activities</p>
<b>4.4 Cultural Resources</b>		
<p><b>4.4.1</b> In conjunction with the submittal of applications for rough grading permits for the proposed project, the City of Long Beach Director of Planning and Building shall verify that a paleontologist who is listed on the County of Los Angeles list of certified paleontologists has been retained and will be on site during all rough grading and other significant ground-disturbing activities in paleontologically sensitive sediments. In the event that fossil resources are noted within the project area, construction in the vicinity of the find will be halted until the discovery can be evaluated. If the discovery is determined to be important, the project proponent shall initiate a paleontological recovery program to collect the fossil specimens and all relevant lithologic and locality information about the specimen. This may include the collection and the washing and picking of up to 6,000 pounds per locality of mass samples to recover small invertebrate and</p>	City of Long Beach Director of Planning and Building	<p>Verification: Prior to issuance of grading permits</p> <p>Activity: Ongoing during grading or earth-clearing activities</p>

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
vertebrate fossils. The results of the fossil recovery program will be documented in a technical report that will include an itemized inventory of specimens. Specimens recovered during grading activity shall be prepared to a point of identification and permanent preservation. All recovered fossils shall be placed within a museum repository that is capable of accepting the recovered fossils and that has a permanent retrievable storage. The project proponent shall be responsible for all costs associated with this recovery program and report preparation.		
<b>4.4.2</b> If human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made a determination of the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of the human remains and items associated with Native American burials.	City of Long Beach Director of Planning and Building/ Construction Contractor	Triggered if human remains are found on the project site; the Orange County Coroner must be notified immediately
<b>4.4.3</b> In conjunction with the submittal of applications for rough grading permits, the Director, Department of Planning and Building, shall verify that a Los Angeles County certified archaeologist has been retained, shall be present at the pregrading conference and shall establish procedures for temporarily halting or redirecting work if unrecorded archaeological resources are discovered during grading to permit the sampling, identification, and evaluation of archaeological materials as appropriate. The cultural resource management program will include resource monitoring during project grading of archaeologically sensitive sediments to ensure that unidentified cultural resources are not affected by the proposed undertaking. If archaeological materials are identified during	City of Long Beach Director of Planning and Building	Verification: Prior to issuance of grading permits  Activity: Ongoing during grading or earth-clearing activities

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
construction, standard professional archaeological practices shall be initiated to characterize the resources and mitigate any impacts to those resources. Included within this program will be the development of a curation agreement for the permanent care of materials collected from the project. This agreement would be negotiated with a suitable repository.		
<b>4.5 Geology and Soils</b>		
<b>4.5.1</b> Prior to issuance of building permits, the City of Long Beach Building Official (or designee) and the City of Long Beach Director of Public Works are required to review and approve final design plans to ensure that earthquake-resistant design has been incorporated into final site drawings in accordance with the most current California Building Code and the recommended seismic design parameters of the Structural Engineers Association of California. Ultimate site seismic design acceleration shall be determined by the project structural engineer during the project design phase.	City of Long Beach Building Official/City of Long Beach Director of Public Works	Prior to issuance of building permits
<b>4.5.2</b> A detailed geotechnical investigation of the site shall be conducted prior to the project design phase. This investigation shall evaluate liquefaction potential, lateral spreading hazards, and soil expansiveness and shall determine appropriate design consistent with the most current California Building Code. A corrosion engineer shall design measures for corrosion protection. Site-specific final design evaluation and grading plan review shall be performed by the project geotechnical consultant prior to the start of grading to verify that recommendations developed during the geotechnical design process are appropriately incorporated in the project plan. Design and grading construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final report, subject to review by the City of Long Beach Building Official prior to issuance of grading permits.	City of Long Beach Building Official	Prior to issuance of grading permits

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.5.3</b> Site preparation (removal of existing facilities, excavation, subgrade preparation, placement and compaction of fill, foundation preparation, floor slab preparation, positive surface gradient preparation, and pavement of other areas) shall be conducted consistent with the recommendations of the design-level detailed geotechnical investigation summarized in a final report, subject to review and approval by a City of Long Beach Building Official prior to issuance of grading permits. The project geotechnical engineer shall observe all excavations, subgrade preparation, and fill activities and shall conduct soils testing as necessary, consistent with local, State, and federal regulations.	City of Long Beach Building Official	Prior to issuance of grading permits
<b>4.6 Hazards and Hazardous Materials</b>		
<b>4.6.1</b> Prior to project approval, the project applicant shall enter into a Consent Agreement with DTSC for remediation of the project site consistent with the Scope of Work for an RCRA RFI.	City of Long Beach Department of Planning and Building; California Department of Toxic Substances Control	Prior to project approval
<b>4.6.2</b> Prior to issuance of a grading permit, the project applicant shall provide evidence to the City that DTSC has issued a closure status for the project site and that no land use restrictions would prevent the site from being used for commercial/retail purposes.	City of Long Beach Department of Planning and Building; California Department of Toxic Substances Control	Prior to issuance of any grading permits

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p><b>4.6.3</b> Prior to issuance of any demolition permits, the project applicant shall submit an application to the City of Long Beach Fire Department for approval to remove Tanks Nos. 1–4 and 6 and associated pipeline conveyance systems from the property. The application package shall include documentation of approval of the removal process by AES Alamitos and Pacific Energy. The City of Long Beach Fire Department shall review the application for compliance with local, State, and federal requirements with tank-handling procedures including sampling and disposal of tank contents, sampling of subsurface soils, and transport and disposal of tanks and soils/liquids. The City of Long Beach Fire Department and DTSC shall oversee and monitor the operation in accordance with local, State, and federal requirements.</p>	<p>City of Long Beach Fire Chief</p>	<p>Prior to issuance of any demolition permits</p>
<p><b>4.6.4</b> Prior to issuance of any demolition permits, predemolition surveys for ACMs and LBPs (including sampling and analysis of all suspected building materials) and inspections for PCB-containing electrical fixtures shall be performed. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations (i.e.: ASTM E 1527-00, and 40 CFR, Subchapter R, Toxic Substances Control Act [TSCA], Part 716). All identified ACMs, LBPs, and PCB-containing electrical fixtures shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures (40 CFR, Subchapter R, TSCA, Parts 745, 761, and 763). Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable regulations both to ensure adherence to applicable regulations (e.g., SCAQMD) and to provide safety to workers and the adjacent community. The project applicant shall provide documentation (e.g., all required waste manifests, sampling, and air monitoring analytical results) to the City of Long Beach Health Department showing that abatement of any ACMs, LBPs, or PCB-containing electrical fixtures identified in these structures has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies) (40 CFR, Subchapter R,</p>	<p>City of Long Beach Health Department</p>	<p>Prior to issuance of any demolition permit</p>

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
TSCA, Parts 716, 745, 761, 763, and 795 and CCR Title 8, Article 2.6). An Operating & Maintenance Plan (O&M) shall be prepared for any ACM, LBP, or PCB-containing fixtures to remain in place and would be reviewed and approved by the City Health Department.		
<b>4.6.5</b> Prior to issuance of any demolition permits, the project applicant shall submit an Emergency Action Plan to the City of Long Beach Fire Department for review and approval. The plan shall include documentation of review and approval by Pacific Energy. The plan shall be consistent with local, State, and federal regulations and shall provide detailed procedures in the event of a hazardous substance leak or spill from on-site facilities, including Tank No. 5 and associated equipment.	City of Long Beach Fire Department	Prior to issuance of any demolition permits
<b>4.6.6</b> Prior to issuance of a grading permit, the project site shall be remediated in accordance with the scope of work for an RCRA RFI. DTSC shall oversee and approve all phases of the investigation including the Current Conditions Report, RCRA RFI Workplan, RCRA RFI Report, Health and Safety Plan. Soils and groundwater shall be tested for VOCs, SVOCs, PAHs, metals, asbestos, and PCBs in accordance with the DTSC-approved workplan. Soil and groundwater removal, transport, and disposal shall be conducted in accordance with local, State and federal regulations; documentation shall be provided to DTSC. All remediation activity shall be completed to the satisfaction of DTSC, as well as RWQCB and CUPA as applicable.	California Department of Toxic Substances Control; Regional Water Quality Control Board (RWQCB); and Long Beach CUPA, as applicable	Prior to issuance of a grading permit
<b>4.6.7</b> After rough grading and prior to building construction and utility installation, a detailed methane soil gas investigation workplan shall be prepared by the project applicant and submitted to the City of Long Beach Fire Department for review and approval. The methane soil gas investigation shall be performed in accordance with local industry standards. The results shall be presented in a formal report that includes recommendations to mitigate potential hazards from methane, if required. The report shall be reviewed and approved by the City of Long Beach Fire Department. Based on the results of this detailed investigation, additional mitigation design may be necessary, including providing	City of Long Beach Fire Department	After rough grading and prior to building construction and utility installation

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
conventional vapor barriers and venting systems beneath buildings and confined spaces. Methane mitigation design shall be approved by the City of Long Beach Fire Department.		
<p><b>4.6.8</b> Prior to issuance of a grading permit, the project applicant shall submit a Soil and Air Monitoring Program and associated Health and Safety Plan to the City of Long Beach Planning and Building Department and the SCAQMD for review and approval. The program shall be consistent with local, State, and federal regulations and shall encompass all soil-disturbance activities. The Health and Safety Plan shall include the following components:</p> <ul style="list-style-type: none"> <li>• A summary of all potential risks to construction workers, monitoring programs, maximum exposure limits for all site chemicals, and emergency procedures</li> <li>• The identification of a site health and safety officer</li> <li>• Methods of contact, phone number, office location, and responsibilities of the site health and safety officer</li> <li>• Specification that the site health and safety officer will be contacted immediately by the construction contractor should any potentially toxic chemical be detected above the exposure limits or if evidence of soil contamination is encountered during site preparation and construction</li> <li>• Specification that DTSC will be notified if evidence of soil contamination is encountered</li> <li>• Specification that DTSC will be notified if contaminated groundwater is encountered during excavation activities</li> <li>• Specification that an on-site monitor will be present to perform monitoring and/or soil and air sampling during grading, trenching, or cut or fill operations</li> </ul>	City of Long Beach Planning and Building Department and the SCAQMD	Prior to issuance of a grading permit

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
The Health and Safety Plan shall be provided to all contractors on site. The Health and Safety Plan is required to be amended as needed if different site conditions are encountered by the site health and safety officer.		
<b>4.6.9</b> Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit a Business Plan including a Hazardous Materials Release Response Plan and Inventory to the Long Beach CUPA for approval and permit. The Business Plan shall include a description of emergency response procedures and coordination with AGS with respect to alarms and public address systems.	Long Beach CUPA	Prior to application for a business license and/or certificate of occupancy
<b>4.6.10</b> Prior to issuance of certificates of occupancy, the City of Long Beach Health Department and the Long Beach CUPA shall review the existing Business Emergency Plan, Hazardous Materials Release Response Plan and Inventory, and the Risk Management Plan for the AES Alamitos Plant and shall determine whether additional measures/revisions are necessary based on proposed project implementation, consistent with the California Health and Safety Code Section 25500, et seq. The City of Long Beach Police Department shall review the plans to determine whether security for the plant, tanks, and distribution system is in compliance with pertinent regulations.	City of Long Beach Health Department, the Long Beach CUPA, City of Long Beach Police Department	Prior to issuance of certificates of occupancy
<b>4.6.11</b> Prior to application for a business license and/or certificate of occupancy, the project applicant shall submit an Emergency Response and Evacuation Employee Training Program to the Long Beach CUPA for review and approval. The business owner shall conduct drills as required by CUPA and shall submit training documentation as part of the annual review of the Business Plan	Long Beach CUPA	Prior to application for a business license and/or certificate of occupancy
<b>4.6.12</b> Prior to issuance of certificates of occupancy, the applicant shall submit the updated Hazardous Materials Release Response Plan and Inventory for the Pacific Energy tanks and distribution system to the Long Beach CUPA for review. The CUPA shall determine whether revisions are necessary due to proposed project implementation. The City of Long Beach Fire and Police Departments shall review and approve the proposed project plans, including the pipeline relocation for adequate emergency access and egress procedures.	Long Beach CUPA, City of Long Beach Fire Department, City of Long Beach Police Department	Prior to issuance of certificates of occupancy

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.7 Hydrology and Water Quality</b>		
<p><b>4.7.1</b> Prior to issuance of a grading permit, the City of Long Beach shall ensure that construction plans for the project include features meeting the applicable construction activity BMPs and erosion and sediment control BMPs published in the <i>California Stormwater BMP Handbook—Construction Activity</i> or equivalent. The construction contractor shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City that includes the BMP types listed in the handbook or equivalent. The SWPPP shall be prepared by a civil or environmental engineer and will be reviewed and approved by the City Building Official prior to the issuance of any grading or building permits. The SWPPP shall reduce the discharge of pollutants to the maximum extent practicable using BMPs, control techniques and systems, design and engineering methods, and such other provisions as appropriate. A copy of the SWPPP shall be kept at the project site.</p> <p>The construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. The construction contractor shall inspect BMP facilities before and after every rainfall event predicted to produce observable runoff and at 24-hour intervals during extended rainfall events, except on days when no ongoing site activity takes place. Prestorm activities will include inspection of the major storm drain grate inlets and examination of other on-site surface flow channels and swales, including the removal of any debris that blocks the flow path. Poststorm activities will include inspection of the grate inlets for evidence of unpermitted discharges. The construction contractor shall implement corrective actions specified by the City of Long Beach Building Official, as necessary, at the direction of the City of Long Beach Director of Public Works. Inspection records and compliance certification reports shall be submitted to the City of Long Beach Director of Public Works on a monthly basis and shall be maintained for a period of three years. Inspections shall be scheduled monthly</p>	City of Long Beach Director of Public Works/City of Long Beach Building Official	Prior to issuance of a grading permit

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
during the dry season and weekly during the wet season for the duration of project construction or until all lots and common areas are landscaped.		
<b>4.7.2</b> During demolition, grading, and construction, the construction contractor shall ensure that the project complies with the requirements of the State General Construction Activity NPDES Permit. Prior to issuance of demolition and grading permits, the construction contractor shall demonstrate to the City of Long Beach that coverage has been obtained under the State General Construction Activity NPDES Permit by providing a copy of the NOI submitted to the SWRCB and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) number or other proof of filing to the City of Long Beach Building Official.	City of Long Beach Building Official/ Construction Contractor	Prior to issuance of demolition or grading permits
<b>4.7.3</b> Prior to commencement of grading activities, the construction contractor shall determine whether dewatering of groundwater will be necessary during construction of the project. Any dewatering will require compliance with the State General Permit for discharges to land with a low threat to water quality or an individual permit from the Los Angeles RWQCB, consistent with NPDES requirements. Once it receives and reviews the NOI, the RWQCB will decide which permit is applicable and whether sampling is required. A copy of the permit shall be kept at the project site, available for City and/or RWQCB review upon request.	City of Long Beach Director of Planning and Building/ Construction Contractor	Prior to commencement of grading activities
<b>4.7.4</b> Prior to issuance of a building permit, the City of Long Beach Director of Public Works shall review and approve a project SUSMP. The project SUSMP shall identify all of the nonstructural and structural BMPs that will be implemented as part of the project in order to reduce impacts to water quality to the maximum extent practicable by addressing typical land use pollutants and pollutants that have impaired Los Cerritos Channel and Reach 1 of the San Gabriel River.	City of Long Beach Director of Public Works	Prior to issuance of a building permit
<b>4.7.5</b> Prior to issuance of a building permit, the City of Long Beach shall, under the direction of the City of Long Beach Director of Public Works, approve a plan to ensure ongoing maintenance for permanent BMPs. This plan shall include a	City of Long Beach Director of Public Works	Prior to approval of a Final Parcel Map

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
statement from the applicant accepting responsibility for all Structural and Treatment Control BMP maintenance until the time the property is transferred. All future transfers of the property to a private or public owner shall have conditions requiring the recipient to assume responsibility for the maintenance of any structural or Treatment Control BMP. The condition of transfer shall include a provision requiring the property owner to conduct a maintenance inspection at least once a year and retain proof of inspection. In addition, educational materials indicating locations of storm water facilities and how maintenance can be performed shall accompany first deed transfers.		
<b>4.7.6</b> Prior to issuance of a building permit, the City of Long Beach Director of Public Works/City Engineer shall review and approve a final Hydrology Plan. The Hydrology Plan shall include any on-site structures or modifications of existing drainage facilities necessary to accommodate increased runoff resulting from the proposed project and shall indicate project contributions to the regional storm water drainage system. The Hydrology Plan shall show all structural BMPs, consistent with the project SUSMP.	City of Long Beach Director of Public Works/City Engineer	Prior to approval of a Final Parcel Map
<b>4.8 Land Use</b>		
<b>4.8.1</b> City of Long Beach Planning Commission approval of the proposed project shall include approval of a Local Coastal Development Permit to allow construction and operation of a retail commercial development in the local coastal zone, a Conditional Use Permit to allow retail trade in Subarea 19 of the PD-1 zoning district (in accordance with the General Industrial Land Use Standards), and Standards Variances for those project-specific design features provided in Chapter 3.0, Project Description. The City of Long Beach Director of Planning and Building shall issue building permits consistent with the Planning Commission's Site Plan Review, Conditional Use Permit, Local Coastal Development Permit, and Standards Variance approvals.	City of Long Beach Director of Planning and Building	Upon approval of the project by the City of Long Beach Planning Commission

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.9 Noise</b>		
<b>4.9.1</b> At the time of Plan Check, the City of Long Beach Zoning Administrator shall verify that project plans include a six-foot concrete block or Plexiglas wall between Studebaker Road and any project outdoor eating areas (adjacent to Studebaker Road).	City of Long Beach Zoning Administrator	At the time of Plan Check
<b>4.9.2</b> Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and on federal holidays; and 9:00 a.m. to 6:00 p.m. on Saturdays. In accordance with the City of Long Beach's standards, no construction activities are permitted outside of these hours, and no construction is permitted on Sundays without a special work permit. At the time of plan check, prior to issuance of grading and building permits, the City of Long Beach Zoning Administrator shall verify that construction hour limitations are noted on building and grading plans.	City of Long Beach Zoning Administrator	Prior to issuance of grading and building permits
<b>4.10 Public Services and Utilities</b>		
<b>4.10.1</b> A Solid Waste Management Plan for the proposed project shall be developed and submitted to the City of Long Beach Environmental Services Bureau for review and approval prior to issuance of grading permits. The plan shall identify methods to promote recycling and reuse of construction materials as well as safe disposal consistent with the policies and programs outlined by the City of Long Beach. The plan shall identify methods of incorporating source reduction and recycling techniques into project construction and operation in compliance with State and local requirements such as those described in Chapter 14 of the California Code of Regulations and AB 939.	City of Long Beach Environmental Services Bureau	Prior to issuance of grading permits
<b>4.10.2</b> Prior to issuance of building permits, the City of Long Beach Director of Planning and Building shall verify that adequate storage space for the collection and loading of recyclable materials has been included in the design of buildings as well as waste collection points throughout the project site to encourage recycling.	City of Long Beach Director of Planning and Building	Prior to issuance of building permits
<b>4.10.3</b> The project applicant shall submit a Security Plan for the review and approval	City of Long	Verification: Prior to issuance of

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>of the City of Long Beach Chief of Police prior to the issuance of any building permits. The Security Plan shall incorporate CPTED principles and other crime-prevention features that shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Interior and exterior security lighting</li> <li>• Alarm systems</li> <li>• Locking doors for all employee locations</li> <li>• Use of vines and other landscaping to discourage graffiti and unauthorized access</li> <li>• Bonded security guards</li> <li>• “No Loitering” signs posted at various locations throughout the project site</li> <li>• Surveillance cameras for each business and all on-site parking areas</li> <li>• Surveillance cameras located on-site that are capable of thoroughly monitoring Channel View Park, the Vista Street/Loynes Drive intersection, and the Vista/Silvera intersection</li> </ul> <p>All surveillance cameras shall continuously monitor all on-site and off-site locations on a 24-hour basis, and all surveillance camera video recording equipment shall have a minimum continuous two-week capacity to the satisfaction of the City of Long Beach Chief of Police. The City of Long Beach Director of Planning and Building shall verify inclusion of all required physical public safety improvements prior to issuance of any building permits. All physical requirements in the approved Security Plan shall be installed and fully operational prior to issuance of any Certificate of Occupancy.</p>	<p>Beach Chief of Police/City of Long Beach Director of Planning and Building</p>	<p>building permits</p> <p>Activity: Prior to issuance of a Certificate of Occupancy and through the life of the project</p>
<p><b>4.11 Transportation and Circulation</b></p>		
<p><b>4.11.1</b> Prior to the issuance of a grading permit, the project applicant shall, under the direction of the City of Long Beach Traffic Engineer, design and implement a</p>	<p>City of Long Beach Traffic</p>	<p>Prior to issuance of grading permits</p>

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>construction area Traffic Management Plan. The plan shall be designed by a registered Traffic Engineer and shall address traffic control for any street closure, detour, or other disruption to traffic circulation and public transit routes. The plan shall identify the routes that construction vehicles will use to access the site, the hours of construction traffic, traffic controls and detours, off-site vehicle staging areas, and parking areas for the project. The plan shall also require project contractors to keep all haul routes clean and free of debris including but not limited to gravel and dirt.</p>	<p>Engineer</p>	
<p><b>4.11.2 Studebaker Road/2nd Street.</b> Prior to issuance of any Certificates of Occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall convert the existing westbound right-turn lane into a through lane and shall construct an exclusive westbound right-turn lane with a raised island that allows a “free right turn” from westbound 2nd Street to northbound Studebaker Road into the newly striped third through lane, with reimbursement if possible, according to the Boeing Specific Plan’s fair-share commitment.</p>	<p>City of Long Beach Director of Public Works</p>	<p>Prior to issuance of any Certificates of Occupancy</p>
<p><b>4.11.3 Studebaker Road/Loynes Drive.</b> Prior to issuance of any certificates of occupancy, the applicant, to the satisfaction of the City of Long Beach Director of Public Works, shall complete the following:</p> <ul style="list-style-type: none"> <li>• Provide one westbound left-turn lane, one westbound through lane, and one westbound right-turn lane at the project driveway at the Studebaker Road/Loynes Drive intersection and two receiving lanes into the project site. In addition, a northbound right-turn lane and a southbound left-turn lane shall be constructed. The inside eastbound right-turn lane shall be converted to an eastbound through lane for vehicles entering the project site.</li> <li>• Change the traffic signal phasing for the northbound and southbound left-turn movements at Studebaker Road/Loynes Drive to protected-permissive</li> </ul>	<p>City of Long Beach Director of Public Works</p>	<p>Prior to issuance of any Certificates of Occupancy</p>

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<p>turn movements.</p> <ul style="list-style-type: none"> <li>• Restripe northbound and southbound Studebaker Road (36 feet wide) between 2nd Street and the SR-22 eastbound ramps to provide three (12-foot-wide) through lanes. The third northbound through lane will terminate at the northbound right-turn lane at the SR-22 eastbound ramps. The third southbound through lane will terminate at the 2nd Street intersection. Any encroachment into State right-of-way will require review and approval by Caltrans.</li> </ul>		
<p><b>4.11.4</b> Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, install traffic signal interconnect along Studebaker Road from 2nd Street to the SR-22 westbound ramp signal. This will allow vehicles from 2nd Street to have progressive flow to the freeway on-ramp on Studebaker Road.</p>	<p>City of Long Beach Public Works Director and Caltrans</p>	<p>Prior to issuance of any certificates of occupancy.</p>
<p><b>4.11.5</b> Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement new traffic signal coordination timing for Studebaker Road for both weekday and weekend traffic conditions. This will provide signal coordination utilizing the new interconnect described above.</p>	<p>City of Long Beach Public Works Director and Caltrans</p>	<p>Prior to issuance of any certificates of occupancy.</p>
<p><b>4.11.6</b> Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new traffic signal coordination timing along 2nd Street from Marina Drive to Studebaker Road using existing interconnect. This should reduce delay and queuing at PCH/2nd Street.</p>	<p>City of Long Beach Public Works Director and Caltrans</p>	<p>Prior to issuance of any certificates of occupancy.</p>
<p><b>4.11.7</b> Prior to issuance of any certificates of occupancy, the applicant, in conjunction with and upon approval by Caltrans and the City Public Works Director, develop and implement (with Caltrans) new coordination timing along PCH between Studebaker Road and 7th Street for both weekday and weekend traffic conditions</p>	<p>City of Long Beach Public Works Director and Caltrans</p>	<p>Prior to issuance of any certificates of occupancy.</p>

Mitigation Measures	Responsible Party	Timing for Mitigation Measure
<b>4.11.8</b> Prior to issuance of any certificates of occupancy, the applicant shall reconstruct the two traffic signals at Studebaker Road and SR-22/7th Street ramps in accordance with current traffic signal design standards, subject to the approval of the City Traffic Engineer and Caltrans.	City of Long Beach Traffic Engineer and Caltrans	Prior to issuance of any certificates of occupancy.
<b>4.11.9</b> Prior to issuance of any certificates of occupancy, the applicant shall upgrade all 8-inch traffic signal indications to 12-inch LED indications for the five intersections along 7th Street between and including East Campus Drive and Pacific Coast Highway.	City of Long Beach Traffic Engineer	Prior to issuance of any certificates of occupancy.

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## 8.0 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Section 15126.2(B) of the State CEQA Guidelines requires that an EIR describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. The Executive Summary of this document contains a detailed summary table that identifies the project's environmental impacts, proposed mitigation measures, and the level of impact significance after mitigation. The following is a summary of the impacts that are considered significant and unavoidable after all mitigation is applied.

### 8.1 INVENTORY OF SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

#### Air Quality

**Construction Air Quality Impacts.** Air quality impacts would occur during construction of the proposed project from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include exhaust emissions from construction vehicles and equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces and demolition activities, as well as by soil disturbances from grading and backfilling. Even with implementation of mitigation measures and compliance with applicable rules and regulations, the following construction impacts related to air quality remain significant and adverse:

- Construction equipment/vehicle emissions during demolition and grading periods would exceed the SCAQMD established daily and quarterly thresholds for NO<sub>x</sub> even with implementation of Mitigation Measures 4.2.1 through 4.2.8. Emissions of other criteria pollutants would be below the thresholds.
- During peak grading days, total construction emissions of NO<sub>x</sub> and PM<sub>10</sub> would exceed the daily thresholds established by the SCAQMD even with implementation of Mitigation Measures 4.2.1 through 4.2.8. During demolition and regular grading days, NO<sub>x</sub> emissions would exceed the thresholds as well. Emissions of other criteria pollutants would be below the thresholds.

**Long-Term Regional Air Quality Impacts.** Long-term air emission impacts are those associated with stationary sources and mobile sources involving any project-related change. The proposed commercial use would result in both stationary and mobile sources. The stationary source emissions from the commercial uses would come from the consumption of natural gas. Emissions from the project-related mobile sources would exceed CO, ROC, and NO<sub>x</sub> thresholds based on emission factors for 2004. Emissions of SO<sub>2</sub> and PM<sub>10</sub> would not exceed their respective thresholds. Therefore, project-related long-term air quality impacts would be significant. Because most of the project's air quality impacts are generated by vehicle emissions, implementation of Mitigation Measure 4.2.9 will not substantially reduce any long-term air quality impacts of the project. Therefore, long-term impacts remain significant and adverse.

**Cumulative Air Quality Impacts.** The project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction may result in substantial short-term increases in air pollutants. This would be a contribution to short-term cumulative air quality impacts.

The project would also result in increases in long-term operational emissions. The project would contribute cumulatively to local and regional air quality degradation.

The Basin is in nonattainment for CO, PM<sub>10</sub>, and O<sub>3</sub> at the present time. Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status. Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts.

## **Public Services and Utilities**

**Solid Waste.** There is insufficient permitted capacity within the existing solid waste system serving Los Angeles County to provide for long-term nonhazardous solid waste disposal needs (Class III landfills). Although the project's contribution is not the sole cause of the shortfall, when coupled with solid waste generated by future projects, the impact to solid waste disposal capacity is significant. Mitigation Measures 4.10.1 and 4.10.2 will assist the City in its effort to meet waste-reduction goals. Project impacts related to compliance with federal, State, and local statutes and regulations for solid waste will be reduced to a less than significant level. The project may, however, result in a potentially significant cumulative impact to solid waste disposal capacity in the County of Los Angeles. Implementation of the above-mentioned mitigation measures will facilitate recycling of solid waste generated by project site land uses to the extent feasible. Due to the existing deficiency in long-term waste disposal capacity at waste disposal facilities in Los Angeles County, cumulative project impacts associated with solid waste disposal capacity at Class III landfills will remain significant and unavoidable.

## **Traffic and Circulation**

The following project intersection impacts cannot be mitigated. Therefore, these project impacts remain significant and adverse. A Statement of Overriding Considerations is required.

### **Weekday Peak Hour**

- **Studebaker Road/SR-22 westbound ramps:** Improvements to Studebaker Road/SR-22 westbound ramps would require potential encroachment into the Los Cerritos Channel immediately adjacent and parallel to Studebaker Road. In addition, Caltrans has no plans to improve this facility. As such, there are no feasible improvements at this location that would mitigate the project's impact. Therefore, this intersection would experience a significant unavoidable impact during the weekday period.

### **Weekend Midday Peak Hour**

- **PCH/7th Street:** Due to right-of-way constraints along 7th Street, there are no feasible improvements at this location that would mitigate the project's impact. Therefore, the proposed project creates a significant unavoidable impact at this location during the weekend period.
- **PCH/2nd Street:** Due to right-of-way constraints at this intersection, there are no feasible improvements that would mitigate the project's impact. Therefore, the proposed project creates a significant unavoidable impact at this location during the weekend period.

### **Cumulative Traffic and Circulation**

The following intersection impact would occur when the Seaport Marina project is added to the cumulative analysis. A Statement of Overriding Considerations is required.

### **Weekday Peak Hour**

- **Studebaker Road/SR-22 eastbound ramps.** Caltrans has no plans to improve this facility. As such, there are no feasible improvements at this location that would mitigate the cumulative impact. Therefore, this intersection would experience a significant unavoidable impact during the weekday period.

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## **9.0 ORGANIZATIONS AND PERSONS CONSULTED**

### **CITY OF LONG BEACH**

Angela Reynolds, Environmental Planning Officer, Planning and Development Department  
Craig Chalfant, Planner  
Ed Norris, Traffic Engineer  
Dave Roseman, Traffic Engineer  
Robert Villanueva, Division Engineer, Long Beach Water Department  
Mike Zukoski, Civil Engineer, Long Beach Energy Department  
Alan Patalano, Deputy Chief, Long Beach Fire Department  
Mike Weber, Detective, Long Beach Police Department  
Susanne Steiner, Detective, Long Beach Police Department  
Jeff Benedict, R.E.H.S., M.P.A., Manager, Environmental Health, Long Beach Health and Human Services  
Linda Kolinski, Hazardous Waste Emergency Response Planner, Department of Health and Human Services.

### **CITY OF SEAL BEACH**

John Unrath, Chairman, Environmental Quality Control Board

### **COUNTY OF LOS ANGELES**

Rod Kubomoto, Assistance Deputy Direct, Department of Public Works  
David R. Lenninger, Chief, Forestry Division, Fire Department

### **ORANGE COUNTY TRANSPORTATION AGENCY**

Gordon Robinson, Senior Transportation Analyst, Operations Planning and Scheduling

### **GREATER LOS ANGELES COUNTY VECTOR CONTROL DISTRICT**

Jack Hazelrigg, Ph.D., District Manager

### **SANITATION DISTRICTS OF LOS ANGELES COUNTY**

John D. Kilgore, Supervising Engineer, Planning Section

Ruth I. Frazen, Engineering Technician, Planning and Property Management Section

**CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 7**

Cheryl Powell, CEQA Branch Chief

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

Steve Smith, Ph.D., Program Supervisor, CEQA Section, Planning, Rule Development, and Area Sources

**UNITED STATES DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE**

Karen A. Goebel, Assistance Field Supervisor

**CALIFORNIA DEPARTMENT OF FISH AND GAME**

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